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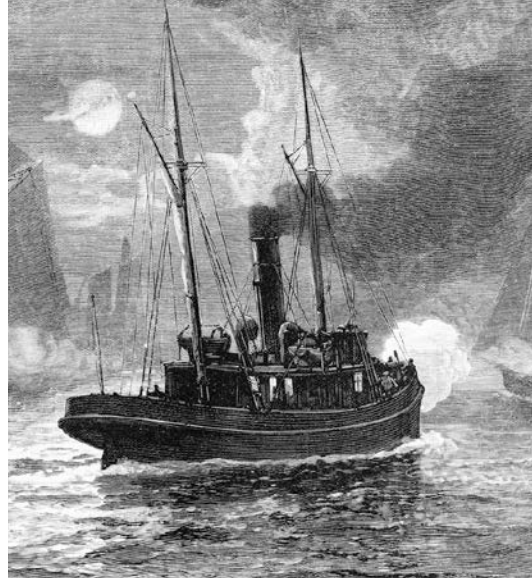
Front cover: The U.S. Navy destroyer USS Reid (DD-369) at Dutch Harbor, Alaska, 6 September 1942, with Japanese prisoners of war (POWs) on board, survivors from the Japanese submarine RO-61, sunk on 31 August 1942 by Reid and planes from Patrol Squadron 43 (VP-43). Public Domain. Wikimedia Commons. Photo by US Navy



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FRANCES FOLSOM CLEVELAND

Before there was Jacqueline Kennedy, there was Frances Folsom Cleveland (1864-1947), “first national celebrity first lady”. In 1886, she married Grover Cleveland in the only Presidential wedding in the White House, to the accompaniment of John Philip Sousa and his band. She was 21, he 49. Her father Oscar Folsom had been Cleveland’s law partner and friend, dying during Frances’s tenth year. Cleveland was executor of the will, helping widowed Emma Folsom with Frances’ education. Frances called him “Uncle Cleve”. Asked if he ever planned to marry, Cleveland said “I’m waiting for my wife to grow up”. And he was. When the President announced his marriage to Frances, even Republican opposition applauded, admitting it would be harder to win against both Mr. and Mrs. Cleveland. Tabloids called them “beauty and the beast”.

As new First Lady, Frances was “an overnight social success”, becoming one of the most popular first ladies of the 19th century. Her celebrity enhanced her husband’s image and reinvigorated his career. She gave receptions for working women and supported careers for young women. Many women imitated her. When, for example, she stopped wearing a bustle, other women stopped wearing a bustle. She charmed the press, Washington society and the President’s political enemies.

Frances was a media sensation, hounded incessantly by the press. Merchandise was made in her image and used in both 1888 and 1892



Frances Folsom Cleveland.
Library of Congress

Presidential campaigns. When Grover became the first President to visit the South after the Civil

THE EVOLUTION OF SPEAKER’S CORNER

Speaker’s Corner, a pristine parcel of land located in London’s Hyde Park, is known affectionately to locals as the home of free speech and represents one of democracy’s most enduring legacies.

The open-air forum has long been touted as a standard-bearer of democratic ideals whereby spectators can witness the convergence of competing principles and values by way of impromptu public debate, demonstrations and lively speeches from anyone who feels compelled to speak. George Orwell once termed Speakers’ Corner “one of the minor wonders of the world,” remarking with fascination that one could encounter diatribes from “Indian nationalists, temperance reformers, Communists, Trotskyists ... freethinkers, vegetarians, Mormons, the Salvation Army, the Church Army, and a large variety of plain lunatics.”

However, the storied outdoor pulpit is host to a dark and complicated history. Between 1196 and 1783, the parcel of land in Hyde Park served as home to the infamous Tyburn Gallows, which is known to have carried out more than 50,000 executions by hanging. Execution days, deemed public holidays, drew thousands of spectators eager to hear the final speeches the condemned were permitted to deliver. While some convicts took the opportunity to confess their crimes and repent, others used the podium to pontificate and deliver stinging political rebukes. By the



Speaker at London’s Hyde Park Speaker’s Corner in 1947. Photo by Willem van de Poll, Public Domain, Wikimedia Commons

eighteenth century, the disenfranchised underclasses made up the majority of executions, with a small number of these hangings followed up by dissection of the corpses. The

War, Frances went along and was so popular in St. Louis, Missouri, that coins with her image were handed out during their visit.

But use of the photographic likeness of the youngest First Lady in history didn't stop there. Companies whose products ranged "from liver and arsenic pills to tobacco products, luggage, sewing machines, and soaps freely appropriated Frances's name and image to hawk their wares". When Grover lost the 1888 election, winning the popular vote but losing the Electoral College, Frances told White House servants to take good care of the place because she wanted "to find everything just as it is now" for, "We are coming back just four years from today." And she and her husband did, indeed, come back.

During the interregnum between

1889 and 1892, Frances campaigned vigorously for her husband (during which time their first child, Ruth was born, for whom the Baby Ruth candy bar is named). Her continued popularity and influence with the public was confirmed in 1892 campaign posters depicting Frances's picture between those of Grover and his running mate, Adlai Ewig Stevenson. Grover won again in 1892, as he had in 1884, resulting in the first and only two non-consecutive term President – and, likewise, the first and only two non-consecutive term First Lady.

Many years after leaving the White House the second time, and five years after Grover died, Frances had one more first. She became the first Presidential widow to remarry.

HCm

— Terrence Cooley

latter indignity often prompted throngs of crowds, many of whom belonged to these lower classes, to corral to protect the bodies. The last execution at Tyburn Gallows took place in 1783, with future capital punishments occurring at Newgate Prison.

Class disparities among the moneyed ruling aristocracy and the working class continued to broaden in London, prompting the beginning of the Chartist movement in 1838. Hyde Park served as a meeting ground for the working class to hold demonstrations demanding political rights and labor reform, among them the right to vote without the exclusionary property ownership requirement. While the movement eventually failed, it was soon supplanted by the more radical Reform League, which equally, if not more aggressively, sought universal male suffrage. In 1866, hundreds of thousands of supporters mounted

a charge on Hyde Park to exercise their right to protest. The demonstration led to mass arrests, but the growing movement forced Parliament to capitulate. The bruised government passed the Reform Act of 1867, which extended to all men the right to vote, and the Parks Regulation Act of 1872, which established the right to grant permits for the exercise of free speech and assembly, giving birth to Speaker's Corner, as it is known today.

Historically, the area has hosted orators such as Marcus Garvey, Vladimir Lenin and Karl Marx. Suffragettes campaigned on its grounds for women's rights in the early twentieth century and anti-war protesters rallied in the early twenty-first. Presently, Speakers' Corner remains an attractive stage for religious leaders, conspiracy theorists, environmentalists, social activists and political commentators.

HCm

— Maegen Donovan

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BLACK EYED PEAS

Black eyed peas are a New Year's tradition in cultures around the world. Also known as the cow or field pea, the black eyed is actually not a pea at all – it is a bean. Easily grown even in drought conditions, this nitrogen fixing legume is nourishing both to people and the soil in which it is grown. Black eyed peas are low in fat, contain no cholesterol, and provide more than 20 percent of a day's fiber. They are a staple part of the diet in West African countries such as Benin and Senegal, as well as in Brazil, the Caribbean, and the southern United States. Many believe that Jewish immigrants brought the black eyed pea to the New World as early as the 18th century, but the descendants of African slaves believe that it first made its way to the European Colonies in the 1600s aboard slavers coming from the East Coast of Africa.

Since approximately 500 years before the Common Era, Sephardi Jews have included black eyed peas as part of the Rosh Hashanah New Year's Festival. The Jewish ritual service or *seder* for Rosh Hashanah is first mentioned in the Babylonian Talmud where foods are listed to be consumed for their ability to bring good luck. Cooked black eyed peas, called *rubiya*, are served in the hope that God will increase the good merits of the Jewish people.

For hundreds of years, black eyed peas have been a staple crop in western Africa, and the growing and consuming of the pea has tied its diaspora in the Caribbean and the Americas to the African homeland. In

Senegal, captured slaves were fed black eyed peas while they were kept in holding pens prior to shipment to the New World; the peas provided nourishment to help ensure their survival in the cargo hold of slave ships. For those who survived the journey, the consumption of the black eyed pea was credited, and it was, therefore, considered lucky. Slaves were frequently allowed small gardens of their own to tend where they raised their favorite foods from Africa such as okra, benne seed, sorghum, rice, and field peas, and slave dishes such as Hoppin' John – black eyes and rice – made their way to plantation tables. Eating of the peas evolved to a New Year's custom, and consuming them together with collard, mustard, or turnip greens (the greens

MODEL T HOUSE CARS

During the Roaring Twenties, ladies and gents used their cars for more than jaunts around town. House cars, like campers and RVs today, provided a home on wheels for those whose ventures took them far from their place of residence.

Trendsetting flappers and sheiks defined the 1920s. Dance halls were filled with the sounds of jazz musicians like Jelly Roll Morton and Louis Armstrong. Movie goers flocked to movie palaces to see favorite stars like Mary Pickford, Lillian Gish, Charlie Chaplin, and Douglas Fairbanks.

The automobile was all the rage, and the Ford Model T was the car the average American could afford. The first car to be built on an assembly line was a good buy. Quality materials used to build the car confirmed its worth. The car was perfect for a DIY project like a house car.

The Henry Ford Digital Collection includes a photograph of a wooden house car built by H.D. McCracken. He built the camper body on the Model T Ford chassis. Pencil writing on the back of the original photographic print reads 'Model T living entour'.

Mr. and Mrs. McCracken weren't the only Americans who were hitting the road. Post war prosperity encouraged tourists to 'invade' Florida and other pleasant locales. These adventurers, or Tin Can Tourists, drove house cars that were usually homemade and ate out of tin cans.

But not all house cars were built in the owner's backyard. Camperboxes,

which cost about one hundred dollars, were available on the marketplace. They attached to the back of a car. The two-seat Model T had plenty of room for the unit. Slide-out features made it convenient and easy to use.

A camperbox had a bedroom in the middle and a kitchen and storage area on the sides. One model had a shower with water warmed by the radiator. The Camperbox's Auto Refrigerator, which was bolted onto the running board, was the predecessor of today's portable cooler.

The autocamping craze in the 1910s and 1920s was fueled by better roads as well as the increased availability of automobiles. The winter migration to Florida that



Black Eyed Peas. Photo by Bubba73 (Jud McCranie), Wikimedia Commons

representing money), guaranteed a prosperous new year.

White southerners may have adopted the African American tradition of eating black eyed peas on New Year's Day, but another legend has persisted since the Civil War. General William Tecumseh Sherman's March to the Sea left mass devastation through the Georgia heartland. The army lived off the land, carrying away crops and livestock and leaving the civilian population without provisions. Sherman's men believed the black eyed peas they found on farms and plantations to be feed for the appropriated stock, so they left them. This provided the home front with foodstuff when the Union Army moved on, and the black eyed pea was considered lucky ever since. *Em*

— **Lisa Traylor Scott**



A 1916 Camperbox on a 1915 Model T Ford. Courtesy RV/MH Hall of Fame

is so popular today began in 1915 with the completion of the Dixie Highway, which connected Montreal to Miami.

But house cars were used for more than travel. USC Libraries contains a photograph of a car that was designed to advertise a product. It

was a house car in every sense of the word. The Pacific Homes Ready Cut display house was built upon a 1924 or 1925 Ford chassis to advertise kit homes.

Many savvy businessmen had unique house cars built to advertise their companies. Anyone with a good imagination could adapt a house car to suit his needs. Reverend Branford Clarke's mobile chapel gained notoriety when the Ford Motor Company published a story about it in 1922.

Henry Ford's business plan featured a car that could be used by the masses in their daily lives.

Americans took full advantage of the new adventures and opportunities brought about by his inventiveness by expanding the innovative mode of transportation with house cars. *Em*

— **Shelley Kuziak**



A transport carrying troops bound for the Aleutians plows through turbulent seas. The nature of the seas – freezing cold, storm-wracked, often bound in fog or snow squalls – made campaigning in the region challenging.

THE FORGOTTEN WAR

Battle of the Aleutians

ANDREW HIND EXAMINES THE ONLY OCCUPATION OF AMERICAN SOIL IN WW2, AND THE SUBSEQUENT CAMPAIGN TO TAKE IT BACK

All photos courtesy of Larry Desjardins

The Japanese conquest of Alaska's Aleutian Islands was the only conquest of American home soil during World War Two. And yet, the occupation and subsequent 11-month American campaign along the length of the inhospitable archipelago has been pushed into the background of history. It has become a Forgotten War, this in spite of the sheer scale of operations and considerable size of forces involved.

The United States had purchased Alaska from Czar Alexander II's Russia in 1867 for \$7.2 million. Alaskan development was sparked by the 1897 Klondike Gold Rush and subsequent gold rushes at Nome and Fairbanks. Yet by 1940, the population still stood at a meager 72,524. Development was slowed by the harshness of Alaska's

wilderness, comprising vast stretches of boreal forest, towering mountain ranges, arctic tundra and immense icefields.

The bleak Aleutian Islands were the territory's western extremity – a chain of 70 barren, rocky crags that sweeps 1,200 miles toward Siberia. The islands are located where the warm, wet Japan Current

collides with Arctic cold fronts, meaning their tundra-crust muskegs and rugged mountains were almost permanently shrouded in chilled fog or lashed by rain or snow. For good reason the Aleutians were barely inhabited or developed, and largely unmapped.

And yet, the islands loomed large in the minds of some American military minds. As early as 1907, some in the US Navy imagined the Aleutians as the northern flank of a Pacific-wide offensive in the case of war with Japan. Similarly, in 1911 and again in 1914, famed strategist, Alfred Mahan advocated the islands as the lynchpin of any future war against Japan. In 1935, US Army Brigadier-General Billy Mitchell told Congress that Alaska and the Aleutians were 'the jumping-off place to smash Japan.' Despite this, at the time, the vast territory was virtually undefended and non-militarized, thanks to the Washington Naval Treaty of 1922 which forbade construction of naval fortifications on the islands.

On 7 December 1941, six Japanese carriers launched planes that mauled Pearl Harbor in Hawaii. The war many strategists had long predicted in the Pacific had begun. Alaska was home to around 22,000 US Army personnel – mostly service troops of little value in combat. Within the next few months, military resources began pouring into the region so that by the spring of 1942, there were 45,000 American servicemen in Alaska, including fighter and bomber squadrons. At the same time, Japan was expanding its defensive perimeter; the Second Operational Phase identified the Aleutians and Midway Island in the central

Pacific as “Areas [to be] occupied or destroyed as soon as the operational situations permit.”

In early June 1942, during the Battle of Midway, a Japanese carrier force staged an attack on Dutch Harbor in the Aleutians (Operation AL). This has often been portrayed as an attempt to divert American carriers from the island of Midway, which the Japanese hoped to capture under Operation MI. This was simply not the case, and was implausible for a variety of practical reasons: Dutch Harbor is 2,290 miles from Pearl Harbor – 4-5 days’ steaming for a carrier task force – and yet the Japanese scheduled the attacks on both Midway and Dutch Harbor for 3 June. Indeed, Operation AL was always deemed militarily significant in its own right, an effort to “capture or demolish [US facilities in the] western Aleutian Islands...to check the enemy’s air and ship maneuvers in this area.” The capture of both the Aleutians and Midway 1,000 miles to the south would provide an air and naval screen for defense of the Japanese home islands.

As scheduled, on 3 June, the Japanese launched planes from Operation AL’s two assigned aircraft carriers, *Ryūjō* and *Junyō*. The resulting attack on Dutch Harbor struck little of military value, though 34 American servicemen were killed. A second raid the next day was equally inconsequential. The Japanese situation at Midway, meanwhile, had grown disastrous with the loss of three aircraft carriers. The joint Japanese operations were a shamble. In an effort to salvage something from the deteriorating situation, the Japanese decided to proceed with the planned invasion of Kiska and Attu in the Aleutians. Both undefended islands were taken 6-7 June.

American military strategists were unconcerned with the loss of

these remote islands. However, the loss of American home territory – no matter how inconsequential – was a political fiasco. It was quickly determined that the islands would be retaken.

The next 11 months would be an air-sea war of attrition in some of the harshest conditions on the planet. Shortly after landing, the Japanese began building airstrips on Kiska and started operating flying boats. American troops landed on the island of Adak about 210 miles east of Kiska and built two air bases there. They also occupied the island of Amchitka about 60 miles east of Kiska, although airstrip construction was nearly impossible due to weather and terrain. American aircraft began bombing Attu and Kiska in what historian Brian Garfield aptly dubbed ‘the Thousand Mile War’ owing to the vast distances involved.

Popular history labels the Aleutians as America’s backwater war, suggesting that higher priority operations in the Central Pacific starved American commanders in the region of resources. This was hardly the case. Between September

and December 1942, Alaska had received 16,000 reinforcements and 547,000 tons of supplies. By comparison, Douglas MacArthur’s South West Pacific Area had received only 8,300 additional men and 157,000 tons of supplies, and the South Pacific Area 36,000 men and 310,000 tons. The Aleutians campaign may have been overlooked by the media and post-war historians, but it certainly wasn’t by American military leaders of the day.

The Japanese, meanwhile, were being strangled of men and supplies by relentless American air attacks and naval operations. In late March 1943, the Japanese made a desperate attempt to bring in vital supplies and 550 reinforcements by way of a heavily defended convoy. US intelligence got wind of the effort, and a naval task force under Rear Admiral Charles McMorris was dispatched to intercept. The ensuing Battle of the Komandorski Islands was one of the last all-gunnery naval battles in history. Though outnumbered, the US Navy prevailed and forced the Japanese convoy to turn about. Resupply missions had become so



The *Nozima Maru*, a Japanese transport, was bombed and sunk in Kiska Harbor on 15 September 1942. Japanese attempts to supply their garrisons on the Aleutians were savaged by American air power.

REMINISCENCES OF ALEUTIANS CAMPAIGN VETERAN LARRY DESJARDINS

Only about 5,000 Canadians served in the Aleutians, landing alongside American forces at Kiska. Larry Desjardins was one of them.

Desjardins was born 21 July 1923 in Randolph, a small village near Penetanguishene, Ontario. He lived and worked on a farm, hoeing, and picking vegetables, then delivering them to town by horse and wagon. "I did a man's job from the time I was a kid," he recalled. At fifteen, he was working at Beck's Box Factory in Penetanguishene, then he worked on the boats that left Port McNicoll for the Great Lakes. At 16, he moved to Toronto and worked at Christie Biscuits.

That's when war broke out in 1939. Desjardins wanted to serve his country right away, but unfortunately was under-aged, so he enlisted in the militia and learned the routine of military life as a part-time soldier. When he was 17, he lied about his age and convinced the army enlistment officer he was, in fact, the regulation minimum eighteen years. He became a member of the 24th field engineers.

"Most Canadian soldiers went eastward, across the Atlantic to Britain and the war against Germany. Not me, at least not at first," he recalled. "Instead, my unit was sent west to serve against Japan on Kiska. Kiska Island is little more than a snow-covered 4,000-foot volcanic mountain surrounded by steep hills and lowlands of wet mosses. At only five miles wide and 22 miles long, it is desolate, barren, and uninhabited. It was a miserable place."

"I was in the first wave of the landings and it was my job to clear the mines on the beaches to allow follow-up forces to land safely," he continues. "But thankfully most of the mines were so badly rusted that they wouldn't explode. The island was covered in thick fog and we couldn't see anything. There were a lot of booby traps and shooting in the fog. Two days later, we realized we'd been shooting at each other – the Japanese had been withdrawn by submarine under the noses of the American's Navy. It was quite an embarrassment."

Most Canadian soldiers were almost immediately withdrawn, but not Desjardins and the other engineers: "We were ordered to remain on the desolate island to endure the bitterly cold winter. It was our job to expand the air facilities and building bases, roads and piers for future action against the Japanese. It was anticipated



While most troops were quickly pulled out of the Aleutians after the Japanese were evicted, some stayed behind to build airfields, clear mines, and clean up ordnance. They endured miserable months in primitive conditions, such as this dugout shelter the soldiers labelled Kiska Hotel.

that the islands would be a springboard for future advances. We did our job well, though it was a miserable time for us – we were always cold and wet, and we jokingly called our accommodations the Kiska Hotel."

"The islands were never really as strategic as planners had thought, but aircraft operating from the airfields we built attacked the northern Japanese islands. So our efforts on Kiska were not a waste" he explained. In fact, the Japanese were so concerned the Americans might use the Aleutians as a base to attack the Kurile Islands that they kept hundreds of aircraft and 50,000 soldiers on those islands, tying them down almost until war's end.

Desjardins later joined the Queen's Own Rifles as an infantryman and served in the European Theatre, landing in France 14 days after D-Day and then fighting along the coast into Holland and Germany. Sadly, Larry Desjardins passed away shortly after this interview was conducted, dying 19 June 2009 in his 86th year.

costly for the Japanese that after this battle, the Imperial Japanese Navy came to the conclusion that surface convoys could no longer be risked. Instead, all resupply attempts would be made by submarine. At best, a mere trickle of men and material could be dispatched in such a manner. The Japanese garrisons on Attu and Kiska were now effectively isolated.

Around this time, the Joint Chiefs decided the time was right to finally evict the Japanese from the Aleutians. Attu would be taken first, followed by Kiska. The unit chosen to undertake the invasion was the 7th Infantry Division, raised in 1940 and comprising of mostly National Guardsmen from the sunny American Southwest. The unit had undergone extensive training in the Mojave Desert in preparation for possible deployment in North Africa against the Italians and Germans, but in Spring 1943, it was instead tapped for the Aleutians. The Army did the men of the 7th no favors by scheduling the pre-invasion amphibious training for the California coast, meaning the soldiers were neither trained or acclimatized for near-Arctic conditions. Worse, the men were not issued winter uniforms and instead went into combat wearing inadequate clothing that provided little protection from the biting wind and freezing rain they would encounter on Attu.

The Japanese forces on Attu were commanded by Colonel Yasuyo Yamasaki. The garrison totaled 2,600 half-starving troops, consisted of the 303rd Independent Infantry Battalion and the 83rd Infantry Battalion, along with engineer, artillery, and service troops. Despite being undernourished, the Japanese were well dug-in and were supplied with fur-lined uniforms and boots, kerosene stoves and sake.

The assault, originally planned for 9 May, was postponed by bad

weather until the 11th. Landings were undertaken at two spots: 3,000 men would land at Holtz Bay and 8,000 at the ominously named Massacre Bay. The two arms would then converge in Attu's interior and then drive on the main Japanese base at Chichagof Harbor.

Attu was a defender's paradise, its steep mountains channeling the assaulting Americans through narrow valleys. Solid fog banks clung to the mountains, but left the valley floors clear, hiding Japanese positions above and leaving the Americans below clearly visible. Advancing was costly and slow. Worse, the under clothed US troops huddling in their soggy fox-holes began to succumb to trench foot, frostbite and hypothermia. It wasn't until 18 May that the two crawling US forces linked up.

The next day, the Americans began to advance on the Japanese final redoubt at Chichagof Harbor. Though only a distance of four miles, stubborn Japanese resistance and the rugged terrain held

up the attackers for days. Nonetheless, by 28 May, the Americans were looking down into Chichagof Harbor making the Japanese position tenuous. By now, just 800 Japanese troops remained, desperately low of food and ammunition. Yamasaki decided to go down fighting rather than surrender and face dishonor.

Just after midnight on the 29th, Yamasaki launched a surprise attack against the American lines and broke through, falling upon two US command posts and a field hospital where they bayoneted American wounded. The Japanese continued west – only to be cut down as they launched suicidal charges against American positions.

Finally, on 31 May, all Japanese resistance was crushed. Except for 28 prisoners, the entire Japanese garrison had been killed in charges or had committed suicide. American casualties amounted to 3,829, including 549 KIA and 1,200 down with cold-weather related injuries. As a percentage of



When Allied troops came ashore – Americans on 15 August, Canadians a day later – they found the island abandoned and all buildings, like this aircraft hangar, eerily empty. Nevertheless, they suffered heavy casualties in friendly-fire incidents.

the attacking force, Attu would be America's second-costliest battle in the Pacific Theatre after Iwo Jima.

With Attu taken, the American ring around Kiska tightened. On 6 and 22 July, American cruisers and battleships shelled Kiska. Recognizing the desperate plight of the garrison, the Japanese navy used the cover of a snowstorm to break the American blockade and evacuate the 5,183 men entrenched on Kiska.

The Americans were completely unaware of the evacuation, and furthermore, had estimated the garrison to number 10,000. They, therefore, allocated 35,000 troops for the invasion of Attu. Almost inexplicably, they had strong-armed Canada into supplying 5,300 soldiers of 'Greenlight Force'. Troops began landing on 15 August, greeted not by gunfire or artillery rounds but by icy rain and disorienting fog. Nonetheless, the invasion was costly – booby traps and mines, and troops shooting at one another in the fog, resulted in 22 killed and 174 wounded.

The Aleutians had been retaken, but at considerable cost and no strategic benefit. The Aleutians campaign had inflicted comparatively little material or personnel damage to Japan, and the islands were never used as the base for a bombing campaign of the Japanese home islands as some had posited (once captured, the Marianas in the central Pacific became the perfect base for America's B-29 bombers). There had never been any realistic threat of the Japanese using the Aleutians as a springboard for further advances on Alaska or beyond. Instead, the US reconquest was based on assuaging wounded American pride.

Indeed, Alaska Governor Ernest Gruening seemed to sum up the campaign best when, in the aftermath, he said "The battle for Alaska has ended...and it may be reasonably contended the Japanese won it". *Em*

ANDREW HIND is a freelance writer specializing in history, travel, and lifestyle. He is the author of 25 books, most recently *Silver and Ghosts: Creepy Cobalt and Region*, and a new book – *Explore Hidden Muskoka* – will be released next summer. He resides in Bradford, Ontario.

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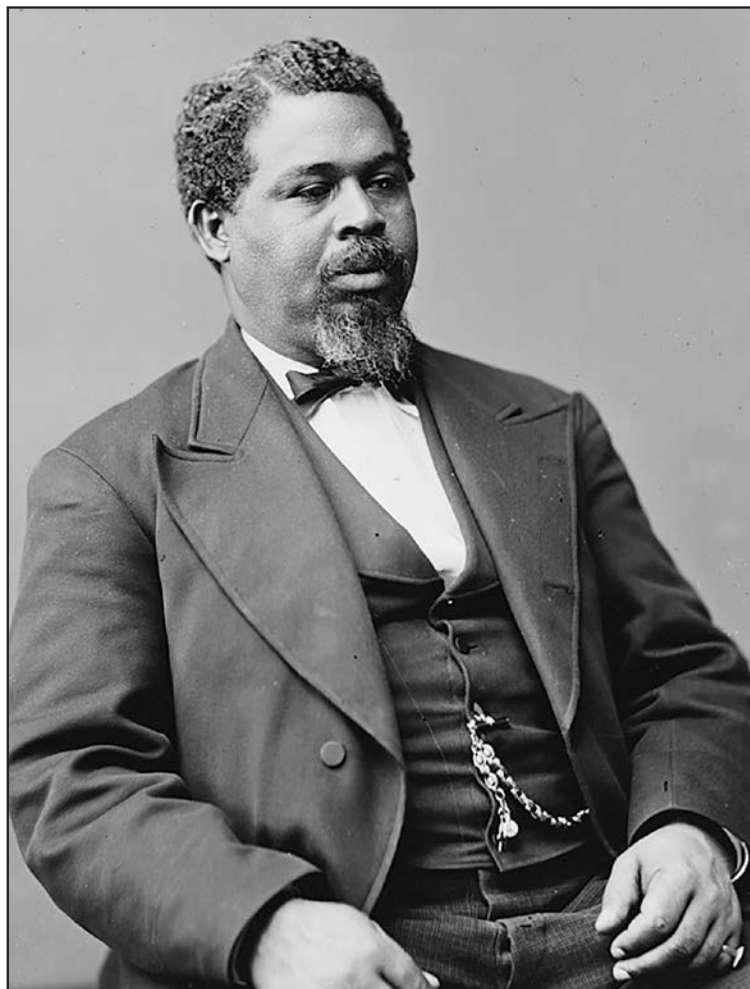
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Portrait of Robert Smalls taken some time between 1875-1900. Library of Congress, copyright free

PART I: THE GREAT ESCAPE

When we reflect upon African American heroes who rose from the abyss of slavery to become influential forces in the struggle for equality, the exploits of Frederick Douglass and Harriet Tubman often spring to mind. Lesser known, but no less impressive, are the heroic acts of Robert Smalls, a remarkable man who was born into slavery, but escaped bondage to earn his freedom, later becoming a captain in the Union Army, a successful businessman and a five-term US Congressman.

Smalls was born in Beaufort, SC, on 5 April 1839, the son of Lydia Polite, an enslaved house servant in the home of Henry McKee. Records are unclear about his paternity, but as Lydia's offspring, he was raised as a house servant. While he avoided the grueling labor of the field, he was still enslaved. As such, it was illegal for him to learn to read and write, a prohibition that would fuel his passion for educational access later in life.

At age 12, he was hired out as a laborer in Charleston, where he worked a variety of jobs, affording him a unique position to learn the valuable skills that would change his life forever. Of vital importance was the seafaring knowledge he acquired while serving as a stevedore, ship rigger, sailor, and pilot.

When the Civil War began, Smalls was working as a pilot aboard the Confederate cotton steamer the *Planter*, which was serving as an armed courier delivering orders, supplies, and munitions to the military posts in the Charleston harbor and surrounding Sea Islands. He saw in the *Planter* the ticket to his independence, a chance to flee from slavery to freedom. In the pre-dawn hours of 13 May 1862, a 23-year old Smalls led a daring plot to commandeer the *Planter* and sail it past heavily armed fortifications to the Federal Navy blockade surrounding the city. The ship had recently returned from a fortnight of supply runs and was scheduled to make a morning delivery of heavy cannons to Charleston forts.

DEFYING THE ODDS The Incredible Story of Robert Smalls

**COLIN MCCANDLESS
RECOUNTS THE STRUGGLES
AND ACCOMPLISHMENTS OF
A MAN WHO FOUGHT TO
MAKE LIFE BETTER FOR HIS
FAMILY AND COUNTRY**

His actions would help change the Union mindset regarding the capabilities of African Americans and the lengths they were willing to go to obtain their freedom. Smalls would also provide valuable information on Confederate plans and defenses that would benefit the Union cause, including the location of mines and navigational channels.

PART II: FROM CONFEDERATE SLAVE TO UNION CAPTAIN

Smalls' story details a feat of unimaginable bravery, but his harrowing escape was just the beginning. As a skilled pilot, he would fight on the side of the Union in the Civil War, eventually being promoted to the rank of Captain. He would also help recruit other African American men to enlist in the US Army and join the cause for Emancipation.

Immediately following his 1862 escape, the Union Commander of the South Atlantic Blockade Samuel Francis Du Pont hired Smalls as a civilian pilot of the *Planter*. He was based out of Port Royal near his former home of Beaufort. Using the Confederate intelligence he provided, the Union captured control of the Stono River in preparation for the siege of Charleston.

For a brief period in 1862, Smalls embarked on a speaking tour of major East Coast cities to share his incredible story as part of a fundraiser for the Port Royal Experiment, an early effort to develop a community for freedmen and women on the lands of former white plantation owners. In October 1862, he returned and resumed serving as a pilot of the *Planter*. Around that same time, Smalls also opened a dry goods store to serve the African American community.

In April 1863, he piloted the iron-clad steamer the USS *Keokuk* in an attack on Charleston Harbor. The

ship was badly damaged by 90 artillery shells, but Smalls was lauded for his efforts in guiding the crew back to safety before the ship sank later that morning. Smalls subsequently returned to the *Planter*. His promotion to captain occurred in November 1863 following a supply run to Morris Island when the ship came under intense fire from the battery at Secessionville. The white captain in charge of the *Planter* abandoned his post and hid, while Smalls deftly steered the vessel out of harm's way and delivered the provisions. The captain was later dismissed for his cowardly actions.

Consequently, in the same year Abraham Lincoln issued the Emancipation Proclamation, Smalls, a

former slave, became the first black man to command a ship in the US Military.

When the war ended in 1865, Smalls was on board the *Planter* with a large group of formerly enslaved African Americans during the 14 April ceremony in Charleston harbor in which the American flag was once again raised over Fort Sumter. He served as the *Planter's* captain until it was sold in 1866.

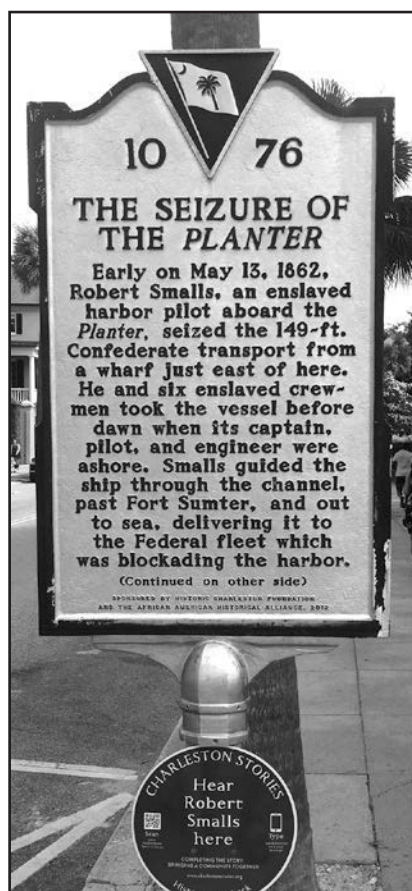
PART III: POLITICAL CAREER AND FIGHT FOR EQUALITY

After the Civil War, Smalls returned home to Beaufort where he would lead a distinguished career in public service. In an ironic reversal of fortune, Smalls would buy the Prince Street home of him and his mother's former master Henry McKee. He would extend a series of magnanimous gestures to the McKee family including an invitation to Henry's widow Jane and her children to stay with them at the home.

In addition to pursuing many business interests, Smalls became active in politics at the local, state, and federal levels, founding the Republican Party in South Carolina.

South Carolina was different from most other states during the period of Reconstruction because blacks made up the majority population, helping to elect a number of African Americans such as Smalls to represent them in Congress. After serving in both houses of the South Carolina legislature, Smalls was elected to five terms in the US House of Representatives between 1875 and 1887. He championed causes such as equal access to education and civil rights.

"Your other states that underwent Reconstruction don't really yield black politicians as state legislators or elected members of Congress like South Carolina does," states Dr. Powers. "The demographic



A double-sided historical marker along the Battery in downtown Charleston, SC, commemorates Robert Smalls' commandeering of the *Planter* and bold escape to freedom during the Civil War, while also highlighting his litany of subsequent life achievements.

Photo courtesy of author



A photo of Robert Smalls' house on Prince Street in Beaufort, South Carolina. After the Civil War, Robert purchased this home where he and his mother grew up as house servants. Library of Congress, copyright free

profile of South Carolina, where you've got an approximately 60 percent black majority ... lays the groundwork for a comparatively large group of black politicians at the state and congressional level."

Smalls had always been frustrated that he had been forbidden from attending school as a young boy, but during the Civil War, he found an opportunity to acquire an education. When he sailed the *Planter* to Philadelphia in May 1864 for extensive repairs, he used his free time and military stipend to hire one of the city's prominent black educators and community leaders to teach him how to read and write.

Having once been denied an education himself, Smalls aggressively pursued education as a right for all, writing legislation requiring compulsory public education in the state of South Carolina. His introduction of a constitutional provision at the 1868 constitutional convention paved the way for South Carolina to create public schools, an aspect of Smalls' legacy not widely recognized, notes Powers.

Determined to give his children

the best education possible, Smalls sent his eldest daughter Elizabeth to a prestigious New England prep school and his younger daughter, Sarah, to the Philadelphia Normal School for Girls and the Boston Conservatory. His youngest son, William, would attend both college and graduate school.

In the 1880s and 1890s, it became increasingly difficult for South Carolina blacks to vote and participate in politics. White Democrats sought to disenfranchise them through dubious legal tactics circumventing the 15th Amendment such as the Eight Box Law of 1882, which created, in essence, a literacy test. Post-Reconstruction also saw the birth of the Ku Klux Klan that would terrorize blacks and eventually bring about the Jim Crow Laws that legalized racial segregation and discrimination and further suppressed the African American vote.

A passionate believer in equal rights, Smalls earned a reputation for standing up defiantly to powerful white Democrats, including "Pitchfork" Ben Tillman and former Confederate General Wade

Hampton. Smalls was one of six black members of the 1895 state constitutional convention where the South Carolina Constitution was revised as part of efforts to disenfranchise the black electorate. He vociferously opposed these unfair changes, an act in itself brazen and risky when one considers the volatile times and the frequent episodes of violence committed against blacks for doing much less.

"So many times he defied the odds, and not only survived, but even thrived," remarks Dr. Powers of Smalls.

While engaged in politics, Smalls would also simultaneously serve as an officer in the state militia, earning the rank of major general in 1873. President Benjamin Harrison would appoint him collector of customs for the port of Beaufort in 1889, a post he held until 1911. Smalls died on 22 February 1915, at his home in Beaufort.

In 2010, Smalls would be officially enshrined into the South Carolina Hall of Fame. His great-great grandson Moore spoke at the ceremony on the family's behalf.

"It's (Robert Smalls' story) one of the most important and one of the most untold stories of the Civil War," notes Moore. "It's been heartening to (now) see his name more publicized." *HM*

FURTHER READING

For further suggested reading on the life and legacy of Robert Smalls, check out Cate Lineberry's 2017 book *Be Free or Die: The Amazing Story of Robert Smalls' Escape from Slavery to Union Hero*.

COLIN MCCANDLESS is a freelance writer, editor and published poet based in Charleston, South Carolina, who enjoys writing about fascinating people and places.

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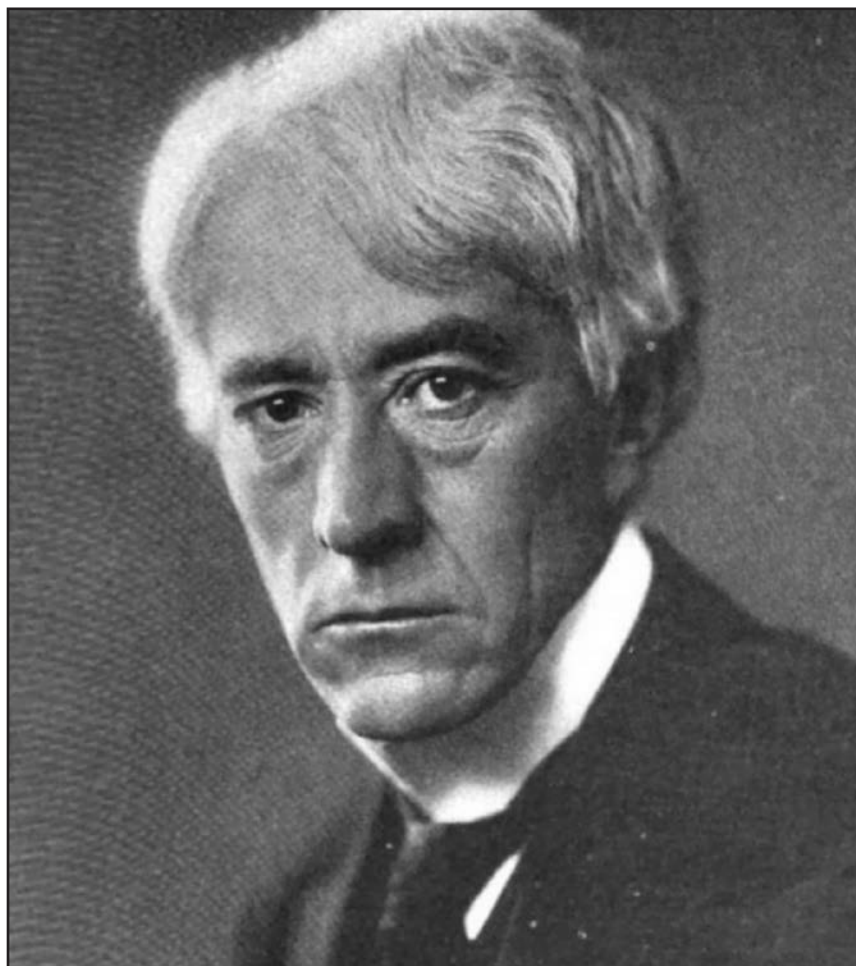
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Kenesaw Mountain Landis, who was named the first Commissioner of Baseball, that sought to clean up the game of baseball after its biggest scandal. *Wikimedia Commons*

BASEBALL IN 1920

DAVID FUNK EXAMINES THE SEASON THAT ROARED

In a courtroom after trying a bribery case on 12 November 1920, Federal Judge Kenesaw Mountain Landis stepped away to meet with Major League Baseball owners in his chambers. Sometime later, Landis and the owners agreed to make him the first ever Commissioner of Major League Baseball with total authority over anyone employed in the game.

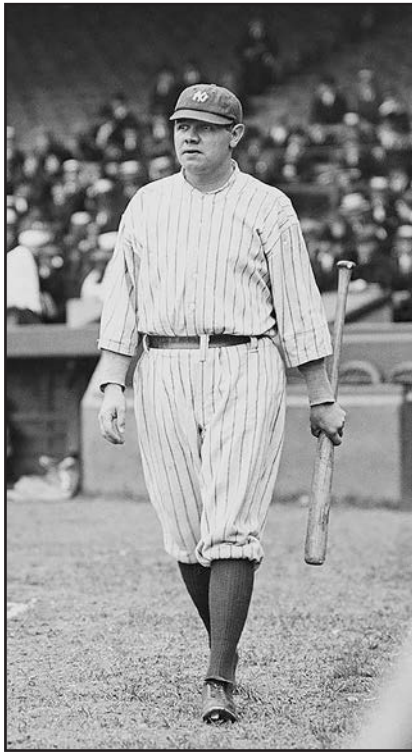
The National Commission, led by American League President and founder Ban Johnson, was setup after they were recognized as a major league along with the National League after the turn of the century. Friction arose among the Red Sox, White Sox, and Yankees, as well as scandal that eroded trust in the game. The three teams threatened to help form a new league unless an impartial person not involved in baseball was appointed. Because of its damaged reputation, Landis was in a great position to bargain for total authority of baseball.

Landis becoming Commissioner was a pivotal move to restore integrity to the game, and it was the climax to a baseball season for the ages.

The seeds for the whirlwind 1920 season were planted the year before as America was recovering from the first World War. Attendance in baseball was up in 1919, but two developing stories triggered a chain of events that dominated headlines through the following season. One threatened the livelihood of the game while the other ended up being the one to save it.

The hotly contested American League pennant race had seen the Chicago White Sox overcome a three and a half game deficit to clinch a spot in the World Series. They beat out the Cleveland Indians and New York Yankees in the standings. In order to increase revenue, the World Series expanded to a best of nine for the first time. That series, however, would be long remembered for the sport's biggest scandal as the Cincinnati Reds won in eight games.

Meanwhile in Boston, Babe Ruth had an offensive season unlike any ever witnessed in baseball. As a part-time pitcher and outfielder, he led the American League in home runs with 29 and runs batted in with 114. After falling out of the pennant race in June, Red Sox manager Ed Barrow made Ruth a full-time outfielder. The "Bambino" went on a home run tear that drew widespread press and acclaim from the media and fans. By the end of the year, Ruth was sold by owner Harry Frazee to the New York Yankees for \$100,000. That was only the beginning of the larger than



Babe Ruth in his first year with the Yankees in 1920. *Wikimedia Commons*

life persona, but it was his penchant for batting that brought in the ‘live ball era’ and a box office hit that would turn the fortunes of the game around forever.

The 1920 year was fueled by mass media and started out with a bang as the Red Scare and Prohibition were the talks of the press. But on 5 January, it was publicly announced that Ruth was sold to the Yankees. Frazee, who was financing his theater productions, made many deals with the Yankees because they weren’t among the “Loyal Five” to American League President Ban Johnson. Originally, Johnson objected to Frazee buying the Red Sox in 1917 and tension between them grew. With only the Yankees and White Sox not being in the Loyal Five, he could only deal with them. Plus, Ruth wanted to be a full-time outfielder and demanded an increase in salary, so Frazee realized he had to deal him. Furthermore, it was already widely speculated that some White Sox players fixed the 1919 World

Series and that made it impossible for Frazee to deal to them. This left him with only the Yankees as they were aggressively building a competitive team under principle owners Jacob Ruppert and Tillinghast Hutson. Barrow would join them from Boston as General Manager the following year.

In February, the Negro National League was established in Kansas City under the direction of Rube Foster. It was the first organized Negro baseball league since the sport was segregated and would be until Jackie Robinson, who coincidentally was born the year before in 1919, ended it for good in 1947. The league lasted for over a decade.

The 1920 American League pennant race would involve the same teams as the 1919 season. Despite the cloud of suspicion, the White Sox were still a favorite to win the league pennant. With the addition of Ruth, the Yankees were looking to win the league title for the first time. The Indians, like the Yankees, were also trying to win the American League championship for the first time.



Photo of Ray Chapman, who was killed by a pitched ball from Yankees pitcher Carl Mays on 16 August 1920. *Wikimedia Commons*

The three teams captivated fans and media that summer as they remained deadlocked in the American League pennant race. In August, with the Ponzi Scheme exposed and women’s right to vote passed under the Nineteenth Amendment dominating the news, the month proved to be an ominous one for baseball.

On 16 August, the Yankees were hosting the Indians at the Polo Grounds in a crucial match-up in the American League. During the game, Indians shortstop Ray Chapman was struck in the head by a pitch thrown by Yankees hurler Carl Mays in the fifth inning as it was twilight outside. Mays, who was also sent to the Yankees from the Red Sox the year before, fielded the ball not knowing it hit Chapman in the skull. After trying to walk, Chapman collapsed and would later die at St. Lawrence Hospital. Though the Indians won, they would lose the next seven of nine games to fall out of first place and three and a half games out at the end of August.

Meanwhile, on 31 August in the National League, the Chicago Cubs played the Philadelphia Phillies in a match-up that would later begin to unravel the game’s biggest scandal. Claude Hendrix was scheduled to be the starting pitcher for the Cubs, but club President Bill Veeck was tipped off by phone calls and telegrams of Hendrix’ link to Detroit gamblers betting heavily on the Phillies. The Cubs decided to start star pitcher Grover Cleveland Alexander instead. The Cubs still lost the game, but it was a grand jury that investigated the incident that uncovered an even bigger issue.

It was never officially ruled that Hendrix conspired in that game, but it was the other Chicago club’s participation with fixing the 1919 World Series that surfaced because of him. The White Sox were in first

place by the end of the month, but that was soon to evaporate with the scandal now front and center.

Tris Speaker, the Hall of Fame centerfielder and Indians manager since July 1919, had created the platoon system that matched left-handed batters against right-handed pitchers and vice versa. That, along with strong pitching led by Jim Bagby Sr and Stan Coveleski, kept Cleveland in the thick of the race. Speaker was so traumatized over Chapman's death that he couldn't attend his funeral. The player/manager mourned, but he would return to the team by 25 August.

The Indians got more bad news, however, when Chapman's replacement, Harry Lunte, got injured on Labor Day. They purchased the contract of Joe Sewell from the New Orleans Pelicans of the Southern Association to

fill the void at shortstop. Behind Speaker's leadership and offensive spark from Sewell, who batted .329, the Indians went on a tear. They won 24 of their last 32 games and retook the lead for good in the American League race at the turn of September.

As America was reeling from the Wall Street Bombing on 16 September, it was Ruth's offensive onslaught and Black Sox Scandal that dominated baseball headlines.

Ruth hit 54 home runs, which was more than every team in the American League, by himself, as fans flocked in record numbers to see him play. The "Bambino" ushered in the "live ball era" as offensive game plans began to change from a game of low-scoring affairs built around pitching and defense to one of runs being scored in bunches with the home run as its main source of strategy.

"Shoeless" Joe Jackson, Eddie Cicotte, Lefty Williams, Happy Felsch, Swede Risberg, Fred McMullin, Buck Weaver, and Chick Gandil were indicted in the 1919 World Series scandal. Charles Comiskey suspended seven players on the final weekend of the season because Gandil wasn't on the team in 1920 after retiring due to a contract dispute. However, Gandil was the mastermind, along with professional gambler John Sullivan, behind the scandal.

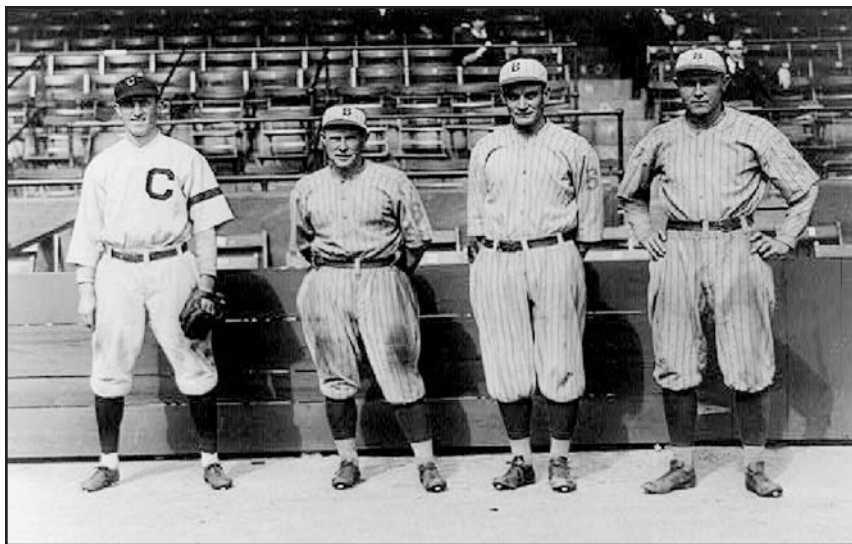
Miraculously, it was Cleveland that out-last-ed the Yankees and White Sox after Bagby won his thirty-first game of the year in Detroit to clinch the pennant the day before the regular season ended. The Indians would play the National League champion Brooklyn Dodgers, then known interchangeably as the Robins in reference to their manager, Wilbert Robinson, in the World Series. Both clubs were looking to win their first title.

Sewell was supposed to be off the Indians' World Series roster because he wasn't with them before 1 September, but Brooklyn manager Wilbert Robinson allowed it because of Chapman's death. Coveleski's complete game victory gave Cleveland the series lead before the Robins took the next two. Coveleski once again defeated Brooklyn in Game 4 before a historic Game 5 took place.

World Series firsts happened in Game 5 when the first grand slam was hit by Elmer Smith, Bagby became the first pitcher to hit a home run, and second baseman Bill Wambsganss turned the only unassisted triple play as the Indians won 8-1. The Indians would win the next two games – finishing with Coveleski's third complete game victory in Game 7 – to clinch the city's first World Series title. The Indians would have to wait until 1948 before winning another pennant and World Series.



The eight men that were banned for life from baseball in connection with the Black Sox Scandal.



Bill Wambsganss and his three victims of the only unassisted triple play in World Series history: Pete Kilduff, Clarence Mitchell, and Otto Miller. Wambsganss caught a line drive off the bat of Mitchell for the first out, stepped on second base to force out Kilduff, then tagged Miller for the unassisted triple play in the fifth inning of Game 5 in 1920. *Wikimedia Commons from Library of Congress*

The following month, Landis was in the office seeking to clean up the game's image, despite the fact that the season was a financial success. Nonetheless, the Black Sox trial happened the following year, but all were acquitted of any wrongdoing. Landis had the final say, however, and barred all eight, as well as Joe Gedeon for his role in the meetings, for life from organized baseball.

The Yankees would finally win their first pennant the following year, as Ruth's iconic growth into a larger than life personality continued. Two years later, his immense popularity helped open Yankee Stadium and the Yankees won their first World Series. They have won 26 more World Series since then. Meanwhile, Frazee's Red Sox were on a downward spiral and he would sell them to Bob Quinn in 1923. They wouldn't win another pennant until 1946 and World Series until 2004. In that time, the superstitious "Curse of the Bambino" further ignited the rivalry between the two clubs.

As baseball recovered financially throughout the 1920s, more scandals were brought to light. In

particular, the 1917 season when Gandil and Risberg allegedly paid off Detroit Tigers players to throw games to help the White Sox win the pennant. Landis investigated it in 1927, but no action was taken. A year earlier, Speaker, along with Ty Cobb, faced similar allegations in the 1919 season. Both were



Burleigh Arland Grimes, the last player to legally use the spitball pitch which was banned after the 1920 season. *Wikimedia Commons*

innocent, but Speaker resigned as Indians manager because of it.

In many cases before 1920, the reserve clause in player contracts that allowed owners complete control over salaries while giving them the right to renew, played a factor in players wanting to supplement their income by fixing games. That, along with the player's dislike of Comiskey, were the two biggest factors for why the Black Sox scandal occurred. The courts continually failed to recognize any violation of anti-trust laws because baseball was viewed to them as an entertainment, not interstate commerce. Free agency was over a half century away in baseball.

Safety for players began to be a priority under Landis as the spitball was banned in both leagues after 1920 – except for seventeen pitchers in the league, including Coveleski and Burleigh Grimes, who was the last to legally use it. Batting helmets were being used more frequently, but it wasn't until the 1950s that all players were forced to wear them. Additionally, umpires would be required to replace dirty and/or worn baseballs from games in response to Chapman's death.

A season of scandal, tragedy, and hope ended when Cleveland, playing for their fallen shortstop, triumphed by winning the city's first World Series. Ruth and the Yankees would take over from there. *Am*

DAVID FUNK is a freelance writer living in North Carolina that has written extensively about sports history and travel on his own website. He enjoys fitness training, traveling, and attending sporting events of all kinds – with baseball, independent wrestling, and college football as his favorites.

THE SILENT SPRING OF RACHEL CARSON

DONNA PATTON LOOKS AT THE LIFE AND LEGACY OF THE PIONEERING FOUNDER OF THE ECOLOGY MOVEMENT

Silent Spring. In 1962, this book did for the environmental movement what *Uncle Tom's Cabin* did for the issue of slavery a hundred years earlier. It was a book that would burst on the scene to shock the world out of its complacency about the impact of pesticides and chemicals on our natural world. Rachel Carson, the author, was the first to point out that when dealing with the environment and nature, one had to look at the “whole picture”. While that seems obvious to almost everyone in this century, it was a disturbing and not always acceptable idea when Carson began to write.

Rachel Carson was born on 27 May 1907 in Springdale, Pennsylvania. The youngest child of Robert and Maria Carson, she grew up on a farm above the Allegheny River. It was the perfect setting for a child who'd grow up to become a key figure in the ecology movement. She learned the habits of birds, insects, plants, and animals. From her earliest days, she was taught to appreciate the beauty of the natural world around her.

The Carson farm lay about eleven miles away from the bustling city of Pittsburgh, putting it in the middle of steel and coal country. Rachel saw first-hand the damage industry could do to spoil and pollute the land. Black smoke belched into the air from the city's blast furnaces. The countryside was littered with heaps of slag, the burned waste from the furnaces. The Allegheny River, the “beautiful river” in Lenape (Delaware) language, was choked with barges carrying coal and steel. Even in Rachel's time it was already polluted.

While Rachel was born in the perfect place to become aware of nature and the harshness of the



Rachel Carson, author of *Silent Spring*. Official photo as FWS employee, ca. 1940. Public domain: US Fish and Wildlife Service

environmental assaults against it, she was also born to an encouraging parent. Maria Carson encouraged Rachel to develop her mind. She advised her daughter to choose studies she was *interested* in, not what the world deemed suitable for women.

Following her mother's advice, Rachel chose to attend Pennsylvania College for Women (now

Chatham College). In her second year, Rachel decided to change her major from English to Biology. Although she loved writing, she'd always been fascinated by the ocean and the amazing world of sea life. Many friends and even teachers tried to persuade her to change her mind. Biology, they reasoned, was not a career for a woman. No one would want to hire a woman scientist. Rachel would never find a job. But Rachel refused to listen. She graduated with high honors and received a full scholarship for advanced studies at Johns Hopkins University.

The summer between graduation and leaving for Johns Hopkins, one of Rachel's dreams came true. She got a job with the Woods Hole Marine Biological Laboratory on Cape Cod, Massachusetts (now the Woods Hole Oceanographic Institute). Even though she had always loved the sea, this was the first time she'd ever seen the ocean. She enjoyed working with the other scientists and believed her ambition would be to study the sea. In 1932, she graduated with a master's degree in Marine Biology and no prospects for a job – certainly not for a woman scientist. There was also another strike against Rachel. It was the era of the Great Depression and jobs were hard to come by for anyone.

Hoping to find some way to earn an income, Rachel went to Washington, DC. She had met Elmer Higgins of the US Bureau of

Fisheries during her college years. Once before he had offered to help her in her career. Higgins kept his promise by hiring Rachel to write scripts for a weekly radio show about life in the ocean, "Romance Under the Waters". It was the perfect job for Rachel. She was a trained scientist and a skilled writer. The job allowed her to follow her two favorite activities, writing and studying the sea. She eventually took a civil service examination and was hired by the US Bureau of Fisheries – only the second woman ever hired by the bureau. Her job title was junior aquatic biologist.

In 1937, Hendrik Willem van Loon, a popular writer, read an article of Rachel's printed in the *Atlantic Monthly*. He felt Rachel had a special ability to explain life in the sea to the common person. With his help, Quincy Howe (an editor at Simon & Schuster) asked Rachel to write a book about undersea life. It took three years, but her first book, *Under the Sea-Wind* was published in 1941. Although the book is fictionalized stories about creatures of the sea, Rachel wrote a true picture of life in the sea. Her idea was not to make the sea, or its creatures, seem prettier or cuter than they really were. People began to notice the shy, determined woman scientist and to consider her as one of the first modern nature writers.

World War II kept Rachel busy in Washington, DC – working at the Bureau of Fisheries, writing, researching, and joining the local Audubon Society. By 1950, Rachel had finished her second book, *The Sea Around Us*. It was an instantaneous success. It became a bestseller and stayed on the *New York Times* bestselling book list for twenty months. It was translated into thirty-two languages and received numerous awards. It was so successful, publishers decided to reissue *Under the Sea-Wind*. By



Rachel Carson conducts marine biology research with Bob Hines in the Atlantic (1952). Public domain: US Fish and Wildlife Service

1952, Rachel had two books on the bestseller list. The success gave Rachel enough financial security that she was able to leave her job with the US Fish and Wildlife Service. She bought a cottage in Maine and lived a quiet life of enjoyment, studying the sea, taking walks along the shore, and writing more books to express her love of nature.

It was during this time that Rachel began to notice a disturbing trend. For the first time in history, man was powerful enough to change nature in ways that may have a serious impact on future generations. The point became clear when a friend wrote to Rachel to protest the use of the chemical DDT being sprayed along a salt marsh to kill mosquitoes. The mosquitoes died, but so did many birds, bees, and other creatures from the spraying. Rachel knew that in many places around the world, harmful chemicals had destroyed many plants, small animals, and useful insects. No one, she discovered, seemed to know if these chemicals could harm humans. Rachel had found the subject of her next book.

"The more I learned about the use of pesticides, the more appalled

I became," she later wrote. "... everything which meant the most to me as a naturalist was being threatened." Rachel determined that she could not stand idly by and do nothing. In 1962, the first part of *Silent Spring* appeared in the *New Yorker* magazine. The book was important in showing the world the dangers of chemicals such as pesticides on our food sources. Sadly, at first, the book was met with anger and vicious attacks. She was criticized and chemical companies paid to have pamphlets printed to discredit *Silent Spring*. Even the American Medical Association attacked her stance against using DDT and other chemical pesticides!

Eventually, more and more people began to see the wisdom in *Silent Spring*. Today, Rachel Carson is considered a pioneering founder of the ecology movement. It has inspired millions of people to live and work in ways that won't damage the environment. *Silent Spring* made the problem of pollution a national concern in a time when few people even knew the word ecology. Rachel did not live long enough to witness the creation of Earth Day, or to see how much her work has inspired others. She died at the age of fifty-six on 14 April 1964. In 1980, President Jimmy Carter awarded her the Presidential Medal of Freedom. A year later the U.S. government issued a stamp with a portrait of Rachel Carson as part of the Postal Service's Great Americans series. *Hm*

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Ice resurfacers in Milan, Italy in 1937.
Public Domain, Wikimedia Commons

THE ZAMBONI

One of the Coolest Machines

MICHAEL T. BEST LOOKS AT THE MAN WHO REVOLUTIONIZED AND PERFECTED HOW ICE IS MAINTAINED IN ARENAS WORLDWIDE

All photos © Zamboni Company Archives, unless otherwise noted

Wherever there's an ice rink, from Albania to Zimbabwe, a Zamboni ice resurfacing machine is usually parked near a big mound of shaved ice. It is one of the coolest machines ever invented. At least one can be found on every continent except Antarctica. Even Jamaica has at least one. The tiny nation of Iceland has plenty of the coolest of machines. And surely, if an ice skating rink ever ended up on the moon, the good scientists of the world would certainly figure out a way to transport a Zamboni ice resurfacing machine into space.

The Zamboni machine has also inspired musicians to write songs about it and has been a vital prop in dozens of movies and television shows including *Canadian Bacon* with John Candy and *Happy Gilmore* with Adam

Sandler. Snoopy of the *Peanuts* gang even rode one. At least once, one of the machines actually led a funeral procession.

Even at a glacial top speed of around nine miles per hour, the Zamboni ice-resurfacing machine

revolutionized how a new sheet of ice is made at nearly every ice skating rink in the world. The machine's methodical speed and relaxing turns pique a viewer's interest. The first time someone sees one, they usually wonder what exactly it is, what does it do and how exactly does it work.

Prior to the invention of the Zamboni machine, rinks often had workers with shovels or brooms clearing the ice away. At other rinks, resurfacing the ice meant a tractor shaved the ice then up to five workers would scoop away the shavings, manually spray the surface with water and squeegee the dirty water away. These industrious workers needed to work for an hour or more to resurface the ice and there was no guarantee that the ice would be clean and smooth enough for skaters to enjoy.

Skating on ice dates back to Finland some 3,000 years ago. Sometime during the 14th century, the Dutch added sharp steel blades to their boots and ice-skating exploded on the frozen waterways of winter wonderlands. Indoor ice skating rinks with artificial ice date to as early as 1844 with the first organized indoor hockey game played in Montreal at the Victoria Skating Rink in 1875. The Zamboni machine came nearly 75 years later in 1949.

The inventor of the machine was a man named Frank Zamboni. Born in 1901 in Utah, Frank's parents moved him and his family to an Idaho farm before Frank was even a year old. As a boy, with little free time from the chores on his family's farm, Frank Zamboni never ice-skated or played ice hockey or any other organized sports. He did have time to figure out how to fix things, namely tractors and other farming equipment.

After growing up in Idaho on the family farm, young Frank Zamboni left in 1920 and traveled to southern California where he first worked with his brothers in an auto repair business. Soon they opened an electrical service business catering to the local dairy industry in Paramount, a small city south of downtown Los Angeles by 18 miles and just 16 miles from the beaches of the Pacific Ocean.

Where the coolest of machines was invented (and is still made) there hasn't been snowfall in over a hundred years. In fact, the temperature rarely dips below 50 degrees, even in January, the coolest of months. Palm trees dot the street and the only real ice is at the local skating rink.

At the age of 22, Frank Zamboni and his brother, Lawrence, established the Zamboni Bros. Electric Co. By 1927, they had expanded with an ice making plant, which primarily made blocks of ice used by the dairy and produce industries to keep their products fresh and cool during shipping.

In 1928, Frank received the first of his 15 patents for an Adjustable Reaction Resistor related to electrical circuits and refrigeration,

specifically an innovation to the electrical coils that eliminated a rippling effect caused by the refrigeration pipe in the ice floors.

By 1939, small refrigerator units became affordable to all and soon there was little demand for the Zamboni's blocks of ice. Finding themselves at a career crossroads, the Zamboni brothers and a cousin decided to build Iceland, a skating rink in Paramount where they had opened their other businesses.

The original Iceland Rink was an open-air facility that opened its doors in January of 1940. Given the sun and the dry winds of the area, the quality of their ice was difficult to maintain, so they covered it with a domed roof. The dome helped, but the method used to resurface the ice each time skaters skated upon it was still laborious, inconsistent and required up to five workers.

In March of 1942, Frank's first attempt to improve the process was a machine built into a sled towed behind a tractor (a nod to his farming days). This first attempt neither smoothed the surface of the ice, nor did it really pick up the shavings. Even after further



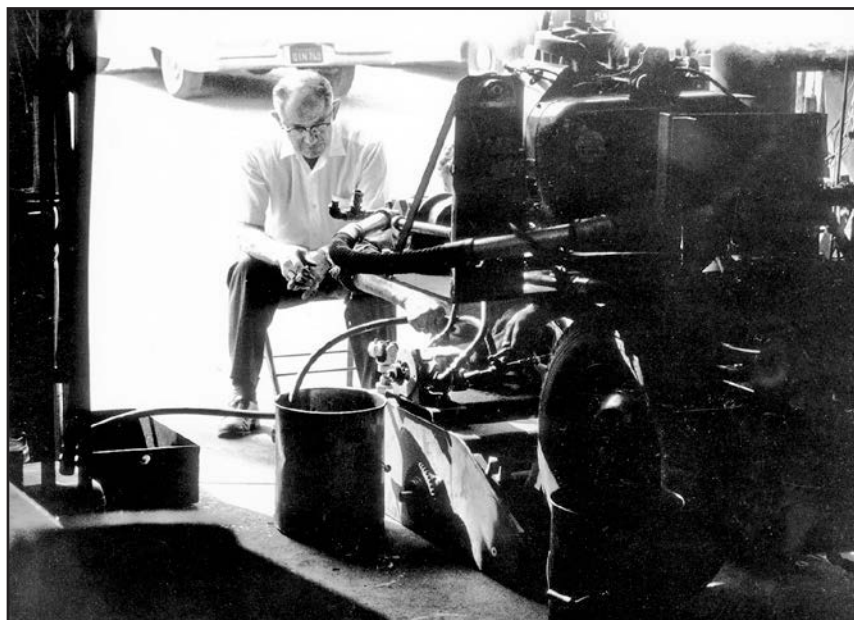
The opening of the Iceland skating rink in Paramount, CA in 1939.

adjustments, he still could not make the tractor-sled design work, in large part due to the erratic vibration of the large ice-shaving blade. And so Frank abandoned this early design.

But like all entrepreneurial inventors, Frank did not give up. He had a mechanical puzzle to solve, one that accomplished five necessary actions:

- 1) Shave a thin layer of old ice.
- 2) Collect and store the shavings.
- 3) Wash and squeeze the ice.
- 4) Renew the ice with a thin coat of fresh water.
- 5) Do all of the above in much less time with less workers than the old manual method.

By 1942, Zamboni had the genesis of an idea that would accomplish all five of these objectives. It took over seven years of prototypes until the finished product was built. Known as the Model A, it was finished in the summer of 1949. Frank Zamboni put an



Frank Zamboni deep in thought.

amalgam of random parts from various other machines together to finish the invention that bears his last name. To improve upon the previous prototypes, Frank developed a completely new design using a Douglas A-26 bomber's hydraulic cylinder, an engine from an old WWII jeep, and a chassis from an oil derrick (a frame of metal used in drilling machines).

Additionally, the Model A had an adjustable blade, which consistently shaved off the rough ice without digging into it. The ice shavings were then collected into a tank on a conveyor belt. The machine also cleaned, smoothed and made a new sheet of ice over and over throughout the day. Only one driver was needed to resurface the ice and that driver needed only about fifteen minutes to do the job.

For his Model A to be able to make smooth turns, specific

enhancements were needed for the tires. On the tractors used prior to the Model A, chains around tires were used and while providing plenty of traction, they also damaged and chopped up the new ice almost beyond repair. Therefore, Frank was left with another technical challenge: how to get traction on ice without ruining it for the skaters.

One of the "nuttier" aspects of his early Zamboni machines was the use of crushed walnut shells added to the rubber of the machine's tires. This provided valuable added traction on the ice. By the 1960s, 400 customized tungsten carbide steel studs in the tires replaced the walnut shells.

Satisfied that his Model A had achieved success in a wholly original and efficient fashion, Frank Zamboni applied for a patent. By 1953, he was granted patent

#2,642,679 by the United States Patent and Trademark Office.

When the Olympic figure skating champion Sonja Henie observed the Model A cleaning the ice at Iceland Rink, Henie ordered two machines for her national touring company. To fulfill this initial order, Zamboni even drove his machine to Chicago with many of its parts in a trailer.

During the early 1950s, his company made just 15 machines with each incorporating improvements over the original.

In 1954, the Boston Bruins ordered a Zamboni machine, making them the first NHL team to use one. Soon, rinks around the world wanted a Zamboni ice resurfacer, making Mr. Zamboni not just an owner of an ice skating rink and an inventor of an iconic American made machine, but also the founder of the Frank J. Zamboni



Star of the Ice Rinks...

U.S. PATENT NO. 2,642,679
Other U.S. and Foreign Patents Applied for

The Zamboni ICE RE-SURFACER

See This Revolutionary Time Saver in Operation at Rinks and Shows:

ICE CAPEDES
HOLIDAY ON ICE SHOWS
SONJA HENIE ICE REVUE
PASADENA WINTER GARDEN
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BOSTON GARDEN
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this...BRILLIANT PERFORMER SAVES TIME AND MONEY

THIS WORLD FAMOUS INVENTION RE-SURFACES THE ICE WITH A MIRROR-LIKE FINISH IN A FRACTION OF THE TIME USED BY PREVIOUS METHODS.

- BETTER ICE
- SAVES TIME
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Easy and economical to operate, the Zamboni Ice Resurfacer shaves the ice, squeagies it, brushes and washes it, all in one uniquely engineered operation. It maintains a uniform thickness of ice and produces an unrivalled skating floor with a surface as smooth as glass.

Inquiries are invited:
FRANK J. ZAMBONI & CO.,
PARAMOUNT, CALIFORNIA

left: Frank Zamboni working on the prototype in 1949. RIGHT: Vintage Zamboni ad for the Model A ice resurfacing machine.

Co, the company that began making his new machine.

Innovations were a hallmark of the company and in 1960, for the Winter Olympics held in Squaw Valley, California, Zamboni built six machines, including two that were electrically powered.

By 1967, the company expanded with an additional manufacturing operation in Canada located in Brantford, Ontario. Recently, in 2018, the company added a European operation in Sweden.

The modern-day Zamboni is a powerful and sophisticated ice resurfacing machine. The blade on the Zamboni machine is sharp enough to slice through thick stacks of old newspapers. This specially designed blade weighs up to 57 pounds and is ½ inch thick. The average Zamboni machine resurfaces about 7 miles per day. When the Zamboni machine resurfaces the ice, it often removes over 2,500 pounds of compacted snow, while it can leave behind nearly as much water. Another interesting fact about the modern-day Zamboni machines – they have headlights. This is because they may be required to travel over the road at night or to leave the arena to dump the snow they collected in their snow collection tank. Today, each machine is custom built to a customer's specifications. It generally takes a few weeks to assemble and complete each machine.

Zamboni never really stopped inventing or innovating. Turning his imagination and expertise with machines to other industries, Frank successfully invented a diverse array of industrial machines that had nothing to do with ice or skating rinks. Notable among his other inventions are the "Grasshopper" (a machine that rolls up artificial turf); the "Black Widow" (a machine that fills in dirt on top of cemetery burial plots); and



Zamboni's ice resurfacing machines can be found in many National Hockey League arenas, and in places as far away as Madagascar and Papua New Guinea.

something called the "Vault Carrier" (which could lift and carry heavy burial vaults).

The Iceland Rink and the Frank J. Zamboni Company are still in business and continue to operate to this day. Iceland Rink has what may be the only pipe organ currently playing regularly in any ice skating arena in the country. First installed in 1941, the Wurlitzer organ was likely made as early as the 1920s.

To date, the company has manufactured over 12,000 Zamboni ice-resurfacing machines and recently celebrated its 70th year of production. Some machines are shipped to National Hockey League rinks and others are shipped as far away as the islands of Madagascar and Papua New Guinea.

While the Zamboni got its start in the 20th century, the machine now offers a custom cloud-based web application that tracks its performance and consumption of resources.

The company employs around 65 workers at manufacturing factories in Paramount, California and Brantford, Canada, where Frank Zamboni's grandson runs

the company. The Iceland Rink also still operates today, just blocks from the factory that still makes the Zamboni ice resurfacing machines. It is not uncommon for residents of the neighborhood to spot a new Zamboni ice resurfer rolling down the road headed to Iceland Rink for a test spin around the ice. Visitors to the rink will even find the original Model A in a corner, open to the public to witness history and one of the coolest of machines ever conceived. *Em*

* Trademark note: Zamboni and the configuration of the Zamboni® ice resurfacing machine are registered as trademarks of Frank J. Zamboni & Co., Inc. © Zamboni Company Archives

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Royal Navy officers of the Napoleonic Era wore uniform coats dyed blue with indigo. *Wikipedia*

INDIGO

The Original Blue in the “Red, White, and Blue”

DAVID A. NORRIS LOOKS AT THE IMPORTANCE OF INDIGO AND ITS PLACE IN AMERICAN HISTORY

Before it was pushed aside by modern artificial coloring agents, natural indigo dye appeared prominently in the histories of Great Britain and the early US. The rich deep blue pigment tinted the jackets of officers in the Royal Navy; US Cavalry uniforms in the Old West; any flags that needed blue; and even the original blue jeans.

Since ancient times, several species of the genus *Indigofera* were cultivated for their intense blue dye. The plant was known in Europe by the 1400s. Indigo is not fond of frost and cold winters, so the nations of northern Europe had to import the dye from warmer lands.

In the 1600s, as European colonial powers staked claims to Caribbean islands, planters began growing indigo in the New World. Extracting dye from the harvested plants required complex and exhausting work. It took 400 pounds of plant matter to yield a single pound of dye. Like other New



A 17th century French print of an indigo plant. *Public domain*

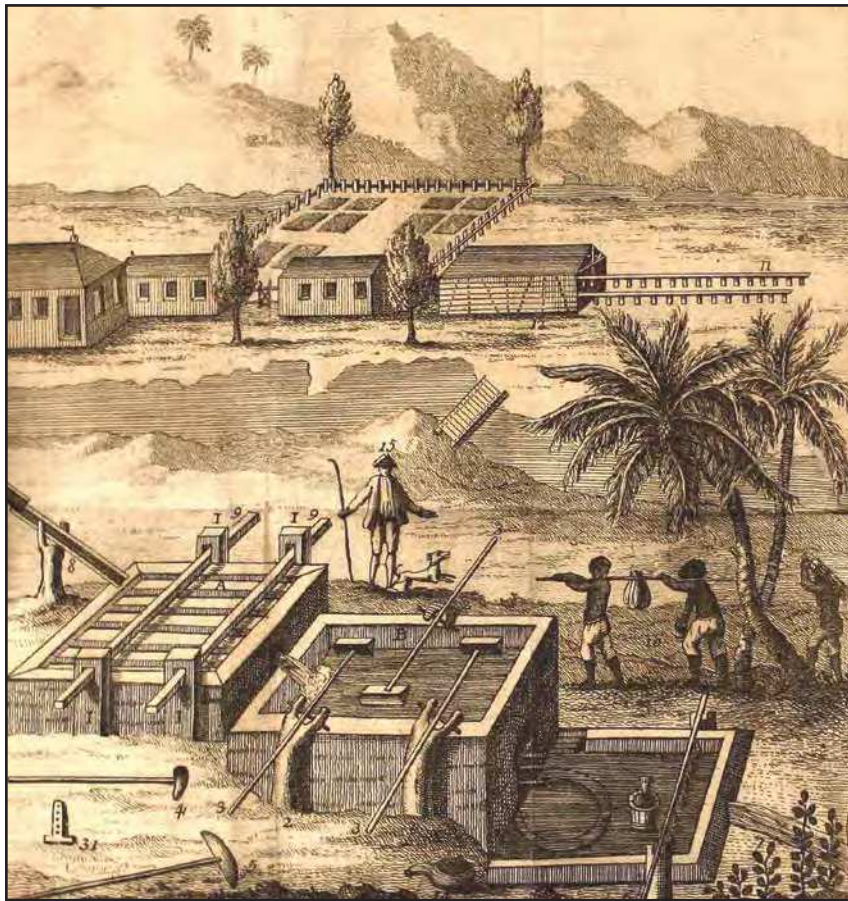
World crops, indigo was grown most profitably on plantations with slave labor.

Indigo plants do not have dye in them to begin with. The dye is created through chemical reactions caused by soaking the plants and allowing them to ferment for 12 to 15 hours in a vat called a steeper. Next, the steeper's contents were emptied into another vat called a beater. Here, the plants were constantly pounded and stirred while workers added lime water, which made the blue dye settle to the bottom. Indigo works were built well away from the plantation's other buildings because the fermenting plants gave off an unpleasant smell. Even worse, the process released glucose and other chemicals from the plants, which lured hordes of flies and mosquitoes.

French, Spanish, and English planters grew indigo in their Caribbean or Central American colonies by the 1600s. Attempts to grow the plant in Great Britain's Atlantic colonies were unsuccessful until the 1740s.

It was Eliza Lucas, a young South Carolina woman, who made indigo a profitable indigo crop in North America. She was born in Antigua in 1722 and moved with her family to South Carolina when she was 16. Her mother died not long after they arrived in South Carolina. Lt. Col. George Lucas, Eliza's father, was ordered back to Antigua because war was about to break out between Great Britain and Spain.

Although Eliza Lucas was still a teenager, her father felt she was responsible and intelligent enough to manage his South Carolina plantations. From Antigua, Lucas sent his daughter some indigo seeds to try out on their land. She



Indigo is soaked and stirred in water while the blue dye forms and settles to the bottom of the lower vat. Public domain

the plant-based indigo dye.

A sudden whim of King George II gave indigo one of its most famous uses. Until the 1740s, the Royal Navy did not have a standard uniform. Officers dressed like gentlemen of the era, and their sailors wore the ordinary clothing of merchant seamen. Official records are vague upon the details, but it seems that around 1747, a naval committee chose a uniform of red and blue, the national colors.

The committee checked in with the First Lord of the Admiralty, the Duke of Bedford, who told them that King George II had already made a decision for them. According to the duke, the king had seen his wife riding in Hyde Park. The Duchess of Bedford wore a splendid riding habit of dark blue with white trim. “His majesty was so pleased” with the effect of his wife’s outfit, said the First Lord, “that he had ordered it to be the uniform of the Royal Navy.”

Dark, indigo-dyed “navy blue” uniforms became traditional in many of the world’s navies. Officers of the Continental Navy adopted the same color blue coats as the British, and navy blue was also traditional among officers of various European navies.

Navy blue became a nautical tradition in the US Navy. After 1861, many officers who had resigned to join the Confederate Navy were appalled at regulations requiring them to give up their blue coats in favor of gray ones. A young Confederate midshipman recalled that the older veterans “kicked like steers” at the notion of giving up their blue coats and caps. They grumbled, “Who had ever *heard of a gray sailor*, no matter what *nationality* he served?”

Blue also became the color of some Continental Army uniform coats during the Revolutionary War, although most militia and

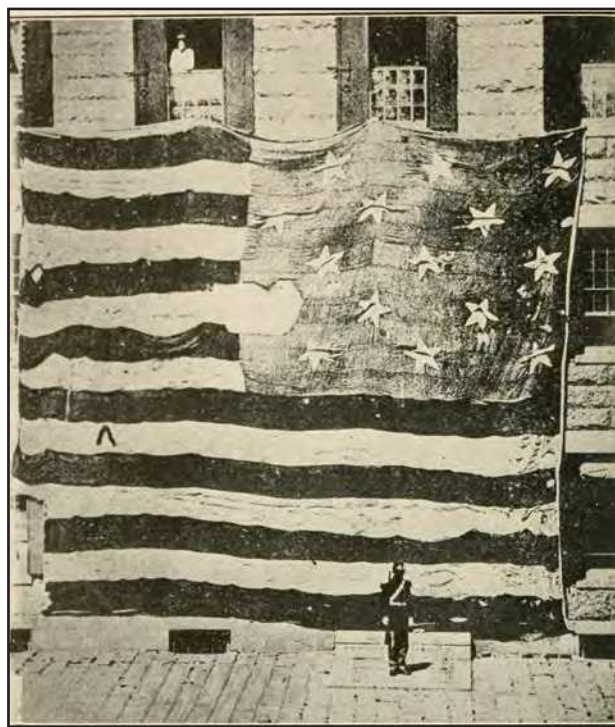
experimented with the best way of growing the crop in South Carolina’s climate. The first few crops were failures, spoiled by frost. Eventually Eliza got the timing right, and her indigo crop flourished. That year, she gave seeds to other South Carolina planters. By the end of the decade, it was on its way to becoming an important money crop for the colony.

Prices for indigo spiked because war with France and Spain cut off supplies from their colonies. After the war ended, in 1748, Parliament propped up their colonial planters with a six pence per pound subsidy for indigo and slapped a tariff on dye imported from non-British colonies. Parliament crafted the law so as to prevent the shady practice of importing French or Spanish colonial indigo and passing it off as locally grown to collect the bounty. With the subsidy

and protection from competition, indigo production soared in the British colonies.

Indigo growers planted seeds at intervals, so that when one crop was cut down, a new batch of plants was well on its way to maturity. In the frost-free tropics, workers harvested leaves up to eight times a year. South Carolinians might get three harvests in an exceptionally lucky year. Planters in North Carolina, Virginia, and Maryland were lucky to get more than one crop annually.

Despite high labor costs, indigo dye sold for a good enough price to make it a profitable crop. It yielded the strongest deep blue color available at the time and was, therefore, much in demand for fashionable clothing in Europe. In the days of “the old masters,” blue pigments often came from minerals, but many painters also used



LEFT: The Continental Army officially adopted indigo blue for uniforms, although in practice most soldiers had to make do with civilian clothing, or a hodgepodge of uniforms of different styles. *Library of Congress* RIGHT: The field behind the stars in the Fort McHenry garrison flag, known as the "Star Spangled Banner", was dyed blue with indigo. *Wikipedia*

many regulars had to make do with civilian clothing or a variety of other uniforms.

In early US flags, the blue field behind the stars was dyed with indigo. This includes the famous "Star-Spangled Banner". That huge garrison flag, now preserved in the Smithsonian Institution, survived a British bombardment of Fort McHenry during an attack on Baltimore during the War of 1812. It was the sight of this flag flying after a night of cannon and rocket fire that inspired Francis Scott Key to write the US national anthem, "The Star Spangled Banner". (Oddly enough, the stripes in this and other early US flags were dyed red by cochineal and madder, the same dyes that colored the red coats of the British Army at the time.)

Indigo continued to dye American uniforms during the Civil War and afterward in the last days of the US Cavalry's service in the Indian Wars on the frontier. In 1898, US troops served in tropical

Cuba and the Philippines in the Spanish-American War. Their blue wool coats were too hot for the climate, and too visible to enemy troops with modern rapid-fire rifles. More practical khaki-colored cloth began replacing the army's traditional blue coats. Olive drab, also better able to blend with terrain than deep blue, came into use in the early 1900s.

Indigo also tinted one of the most famous items of civilian clothing in history: the original blue jeans. In 1873, a tailor named Jacob Davis and merchant Levi Strauss patented a new kind of work trousers, made of durable indigo-dyed denim cloth fastened with metal rivets. Denim was derived from "de Nimes", because the cloth first appeared in the French town of Nimes. The word "jeans" was a Gallicized version of Genoa, the Italian city where jean cloth originated. Eventually, in the early 1900s, artificial blue dyes replaced natural indigo in blue jeans and other textiles.

At any rate, the end of the American indigo industry began long before the development of artificial dyes. Victory in the American Revolution won independence for the US, but cost American planters the Parliamentary subsidy and tariff protection. At the same time, planters in the Caribbean, Louisiana, and the East Indies stepped up their production, and prices plummeted. South Carolina alone exported over one million pounds of indigo in 1775; in 1800, total US production was only 40,000 pounds. Farmers and planters in the South turned to cotton or other crops. Although indigo dye still played a role in US history for another century, nearly all of that famous blue dye tinting US flags and uniforms had to be imported.

Am

DAVID A. NORRIS is a regular contributor to *History Magazine*, *Internet Genealogy*, and *Your Genealogy Today*.



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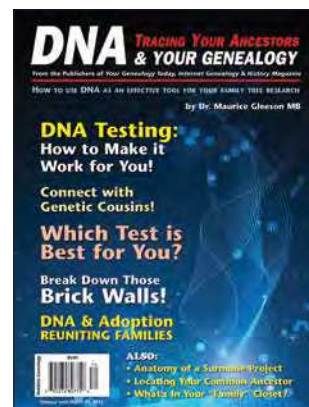


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Heritage Travel - Here is some of what is included in the issue: Ten Things You Should Know Before You Go; How to Hire the Right Guide; Awesome Travel Apps for the Heritage Traveler; Immersion Genealogy; Build an Itinerary with Trello; Journal Your Journey; Preparing Travel to Your Ancestral Homeland; Social History Museums; Food, Family & Folklore; Speaking Your Ancestors' Language, and more. 68 pages.



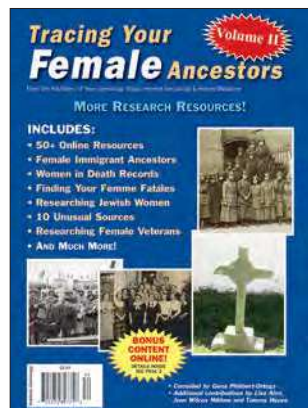
Scottish - Articles included: Breaking Through Brick Walls, Understanding the Scottish Naming Pattern, Researching Scottish Occupations, The Scottish Clearances, Planning a Trip to Your Ancestral Homeland; Your Scottish Genealogy Toolbox; Criminal Ancestors; The Scots and the Hudson's Bay Company and much more! 68 pages.



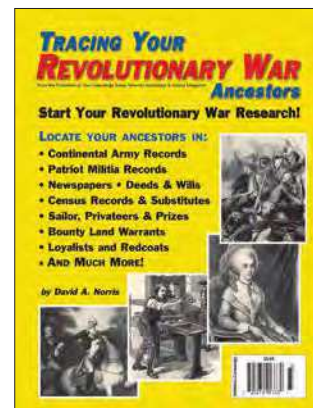
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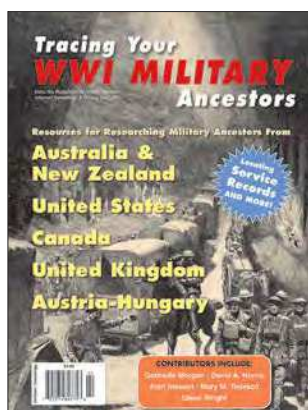


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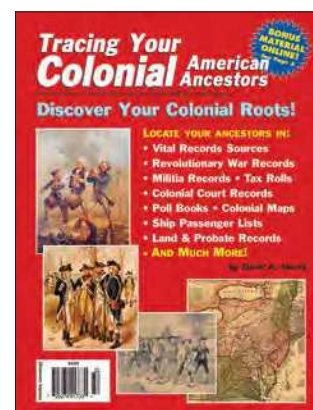
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Irish Ancestors - We will show you the resources you need to find your Irish ancestors. Articles included: Irish Ancestry Online; The Court of Petty Sessions; City and Trade Directories; Ancestors, Ships and the Sea; Surnames and Genetics in Ireland; Ireland's Money and Your Genealogy; Can You Get A Certificate of Irish Heritage? and more! 68 pages.



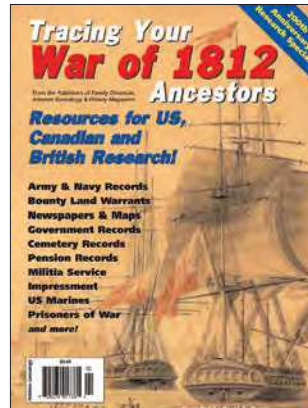
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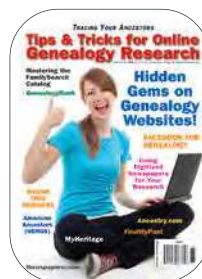


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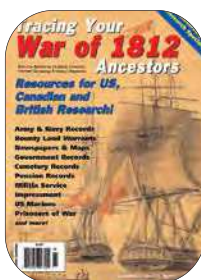
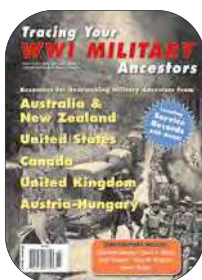
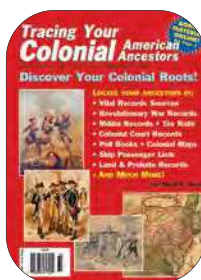
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There were nearly 50 major battles and several thousand other military engagements during the U.S. Civil War. Quiz yourself during this 155th anniversary year of the end of the North-South conflict (1865). By Alan G. Luke

- 1 What was the average death rate for all Civil War soldiers?
 - a) 1 in 5
 - b) 1 in 10
 - c) 1 in 15
 - d) 1 in 20
 - 2 What fraction of soldiers died from disease rather than on the battlefield?
 - a) 1/5
 - b) 1/4
 - c) 1/2
 - d) 2/3
 - 3 On 2 March 1865, George Armstrong Custer defeated Confederate troops under Jubal Early in Virginia. On the same day, who sent a message to General Grant to “iron out differences”?
 - a) General Sherman
 - b) General Sheridan
 - c) General Lee
 - d) Jefferson Davis
 - 4 Dressed in his finest military uniform, General Robert E. Lee rode to the Appomattox Court House upon his white steed that outlived him and was named what?
 - a) Traveller
 - b) Rebel
 - c) Warrior
 - d) Richmond
 - 5 The Confederacy permitted the induction of whom on 13 March 1865?
 - a) Males under 18
 - b) Females over 18
 - c) Negroes
 - d) Single male seniors
 - 6 Approximately how many Confederate soldiers were paroled following General Lee’s surrender at Appomattox on 9 April 1865?
 - a) 22,000
 - b) 28,000
 - c) 34,000
 - d) 40,000
 - 7 Which Southern city was barricaded and surrendered one week before the Confederacy signed the surrender?
 - a) Atlanta, GA
 - b) Richmond, VA
 - c) Charleston, SC
 - d) Montgomery, AB
 - 8 Confederate President Jefferson Davis was arrested on 10 May 1865. In which state is his Historical Memorial Site located?
 - a) Louisiana
 - b) Virginia
 - c) Mississippi
 - d) Georgia
 - 9 The single largest expenditure of the Federal Government’s budget at the end of the Civil War was spent on what?
 - a) Steel
 - b) Tomb stones
 - c) Cotton
 - d) Prosthetics
 - 10 How many days after the

ANSWERS: See Page 66

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THE BIRTH OF ABDOMINAL SURGERY Kentucky, 1809

BY JULIUS BONELLO, MD, SYEDA A. HASAN, MD, AND KATHY J. SLATER

Every other month for the past 38 years, I give third-year medical students a talk on the history of medicine. My favorite question to ask: “When was the first successful laparotomy operation on the abdomen?” Answers in years have ranged from 4000 BC through the Roman Era to 1900s Germany. My next question – “Where did this take place?” Answers range from Egypt to Rome to England. The correct answer is in 1809 in the United States of America. Finally, for extra credit I ask, “Where in the United States?” Most students pick Philadelphia, the home of the first medical school in the US, or Boston, the most learned city in America at the time. Neither answer is right. The correct answer is Danville, Kentucky.

The hero of this story, Ephraim McDowell, was born into a patriotic family on 11 November 1771, in Shenandoah Valley near Lexington, Virginia. His father, Samuel McDowell, served in three wars, including as a colonel during the Revolutionary War, and had soldiered under George Washington in battle. When Ephraim was 13 years of age, Samuel McDowell moved his family to Danville where he took a job as a surveyor and, eventually, was appointed as a district judge settling land disputes. Danville had about 150 brave and courageous pioneers and was a part of the western province of Virginia in 1784, but eight years later, with political sway and momentum from Samuel McDowell, it would become part of Kentucky.

Young Ephraim received his early education through his parents. At thirteen, he was keenly interested

in medicine, and obtained an apprenticeship under Dr. Alexander Humphreys of Staunton Virginia. After two years, Dr. Humphreys urged McDowell to go to his alma mater, the University of Edinburgh Medical School, the most prestigious medical school in the world at that time. At Edinburgh, he had the opportunity to study anatomy under Alexander Munro (1733-1817), known for creating the Munro-Kelli doctrine, and surgery with John Bell (1763-1820), considered to be a founder of the modern surgery of the vascular system. Ephraim left in 1795, before obtaining his M.D. degree, and commenced practice in his hometown of Danville.

Being both a physician and a highly trained and educated surgeon, McDowell was an immediate success. He soon built up an enormous practice covering hundreds



Dr. Julius Bonello at The McDowell Monument, honoring Dr. Ephraim McDowell, erected in 1879 by the Medical Society of Kentucky. You can find it in the John Gill Weisiger Memorial Park (next to the First Presbyterian Church) in Danville, KY.

of miles of undeveloped wilderness, and often he ventured out on long horseback rides despite the fear of marauding natives and carnivorous animals. He became especially adept at common operations including amputations, debridement, and dressing of wounds, and urologic procedures. In 1802, at the age of 31, McDowell married Sarah Shelby, the daughter of Isaac Shelby who became the first and sixth governor of Kentucky.



Ephraim McDowell's home in Danville, KY

Ephraim and Sarah would have six children together.

On a crisp autumn day in the year 1809, while perusing through his mail, he came across a letter from two distant physicians asking him to consult on a medical case which would end up a medical mystery catapulting him into the pages of history. The bucolic life of Ephraim McDowell was about to be changed forever.

Forty-seven-year-old settler Jane Todd Crawford of Motley Glenn, a settlement 63 miles west of Danville, was under the care of two physicians for an apparent pregnancy. Their patient was experiencing lower abdominal cramps, pains similar to her labor pains with her previous children. After she passed her due date and finding no signs of fetal life, her physicians became alarmed. Hearing of McDowell's education and reputation, they wrote to him asking for a second opinion. Reading this letter, McDowell became intrigued and decided to visit the patient.

After a three-day ride on horseback, the doctor arrived 13 December 1809 in Motley Glenn. Dr. McDowell examined the patient both abdominally and vaginally. His examination revealed a small empty uterus revealing that the patient indeed was not pregnant.

Observing that the abdominal enlargement was more lateral and mobile, he diagnosed a possible ovarian tumor. He immediately informed the patient that she was not pregnant and possibly had an ovarian tumor. He advised the family that if left alone, the tumor could become lethal. He offered a ray of hope to Mrs. Crawford: if she trusted him, she could come to his home and undergo a surgical removal of the tumor. Being quite honest, he warned her that he had never performed a procedure like this and, more importantly,

no one else had either. With that caveat, he mounted his horse for his ride home.

After that dire warning, one can imagine how surprised McDowell was when two weeks later, on 22 December, Mrs. Crawford rode into Danville. McDowell decided to operate on a Monday morning deviating from his usually scheduled Sunday mornings. This particular Monday fell on Christmas Day in 1809. Historians have debated about why he veered from his usual schedule for this surgery and a few reasons stand out. First, because Mrs. Crawford suffered an abdominal bruise as a result of her two-day ride in the saddle, McDowell may have wanted to wait for the swelling to go down. Second, his nephew James McDowell, who was Ephraim's assistant during surgery, violently protested against the decision to operate. The third opinion . . . a raucous crowd was assembling outside the home of McDowell armed with ropes and ready to mob, or lynch him, if the surgery went badly. Therefore, it was possible McDowell decided to perform the surgery while the



Room in McDowell's home where the historic surgery took place.

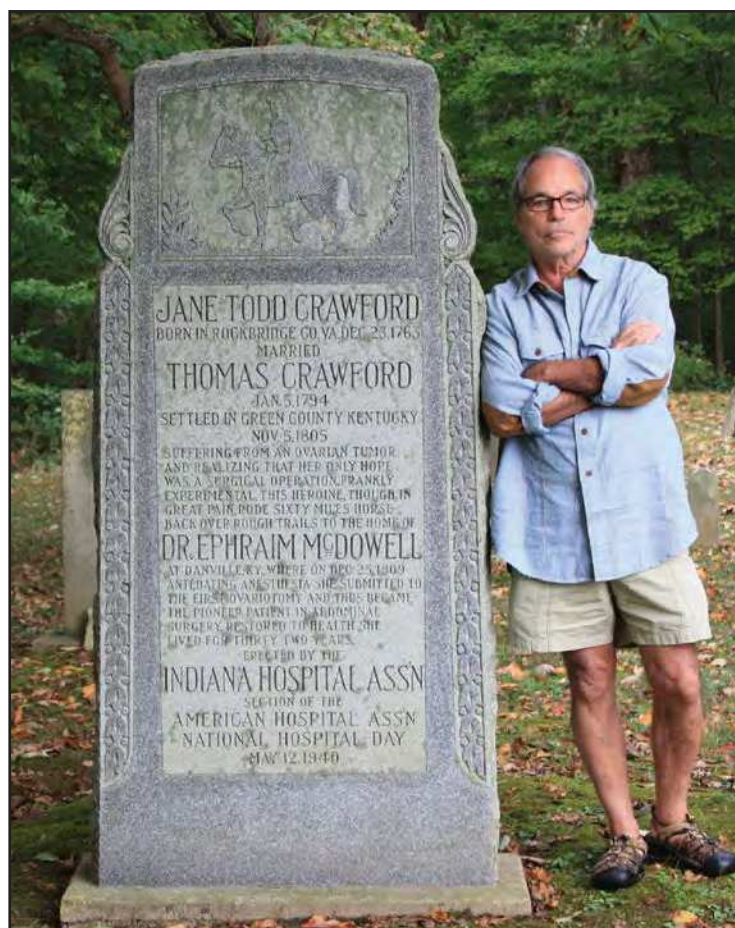
townspeople were in Christmas morning services. Maybe all three reasons gave McDowell cause to delay, but he and Mrs. Crawford were determined to do this “experimental” operation.

The surgery commenced on Monday morning in the front room of Ephraim’s home with James McDowell assisting. Before the start of the surgery, Mrs. Crawford was given a dose of opium for pain. To begin the exploratory laparotomy, Ephraim made a nine-inch incision in her left lower abdomen that gave an immediate view of the large tumor. Realizing removal of the tumor through this incision was impossible, he withdrew 15 pounds of fluid to shrink the mass. He then used a linen ligature to tie off the base of the tumor and removed the nine-pound ovarian mass.

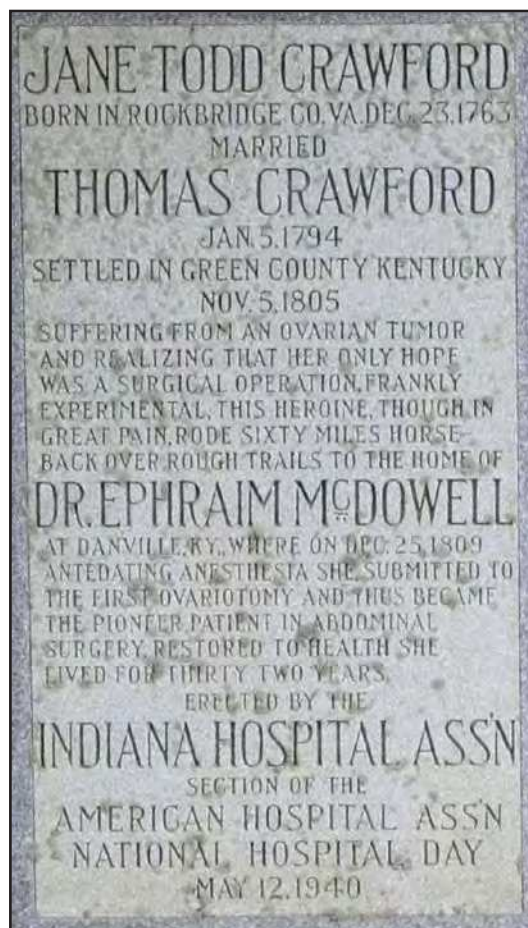
To remove the blood from the abdomen, he gently turned Mrs. Crawford on her left side to drain the fluid. He then closed the abdomen with linen sutures and placed linen wicks in between to prevent an infection. Anesthesia was not used during the surgery; it would be another 40 years before it was available. Mrs. Crawford read from the Bible and sang hymns throughout the 25-minute ordeal.

Postoperatively, Mrs. Crawford never showed signs of a wound infection nor a generalized infection. In fact, on the fifth day while making his rounds, McDowell found Mrs. Crawford up and tidying her bed. On the 25th postoperative day, Mrs. Crawford rode her horse back to Motley Glenn. McDowell did not immediately publish this

triumphant result from the first elective laparotomy successfully carried out for an accurately diagnosed abdominal pathology. Maybe he was too busy; even more likely, it was because McDowell knew that the scientific world would not believe a backwoods surgeon had performed a procedure never done before. It was not until he had performed two additional successful laparotomies on women owned as slaves before submitting an article in 1817, to a journal published in Philadelphia. Two years and two more laparotomies later, McDowell published a second article in the same journal. By 1826, there is evidence that McDowell performed 12 more laparotomies, but not all of the results are known. It should be noted that although the female slaves could not give



LEFT: Dr. Julius Bonello at Jane Todd Crawford grave site at Johnson Cemetery, Graysville, IN. RIGHT: In 1940, the American Hospital Association placed a granite monument near Crawford’s grave.



consent for the surgeries McDowell performed on them, the records indicate he took very good care of these patients and saved their lives.

It would be a while before the medical world would know of McDowell's triumphant successes. In 1823, a copy of his 1817 article was sent to his old teacher Mr. John Bell in Edinburgh, but Bell was in Rome where he died shortly thereafter. Mr. John Lizars read the article. Lizars was an academic surgeon in Edinburgh who eventually published his own series of extraction of diseased ovaries in 1825. In the discussion, he quotes McDowell's 1817 paper. Lizars paper was met with great cynicism amongst the scientific world when McDowell's cases were read. An English surgeon wrote in the London Medical Review, "... we are rather skeptical respecting these statements and we are rather surprised that Mr. Lizars himself should put implicit confidence in them". However, after McDowell's second publication in 1826, the same author wrote in the review "a back settlement of America - Kentucky - has beaten the mother country, nay, Europe itself with all the boasted surgeons thereof."

Jane Todd, born in December 1763, married Thomas Crawford when she was 30 years of age. They moved to Kentucky where they erected their log cabin in Motley Glenn in 1805. One year after the operation, the Crawford family moved to Indiana where her husband Thomas Crawford became a representative in the state legislature. Jane Crawford lived to the age of 78, and was buried in Graysville, Indiana in 1842. Ninety years later, the Kentucky state highway department designated the road from Motley Glenn to Danville the "Jane Todd Crawford Trail" commemorating her sixty-mile



Ephraim McDowell's visage on The Southern Surgical Association's Seal.

journey to persevere and survive at a time when many women died due to health disparities. The Kentucky legislature established 13 December as "Jane Todd Crawford Day" in 1942.

Ephraim McDowell continued to intertwine his life within the history of the United States. The year he published his first paper, 1817, a 17-year-old boy named James Polk, the future 11th US President, traveled from Tennessee to have a bladder stone removed. In 1822, at the age of 51, McDowell traveled to Nashville, Tennessee. There he operated on General Andrew Jackson's wife, removing an ovarian tumor. The general assisted McDowell in surgery. General Jackson would become the seventh president of the United States. Finally, in 1825, a 54-year-old McDowell was finally awarded the degree of Doctor of Medicine from the University of Maryland. After a two-week illness, at the age of 59, Dr. Ephraim McDowell died on 20 June 1830. The cause of death was most likely appendicitis. He was buried at "Travelers Rest" at Isaac Shelby's Homestead south of Danville, but was reinterred in 1879, near a monument dedicated to him in Danville.

Today, Dr. McDowell is remembered by his likeness depicted on

the seal for the Southern Surgical Society that graces the cover of the American Journal of Surgery, a monthly publication for all American surgeons. Across the pond, the British have a rather unique way of remembering Dr. McDowell. At the yearly meeting of the Royal College of Gynecology, the meeting commences when the president raps his gavel made from Ephraim McDowell's balustrade. Nice.

When I was in medical school, I read a pulmonology book that started with the statement that every breath you take, you inhale one oxygen molecule also inhaled by Julius Caesar. During my recent visit to the McDowell home in Danville, Kentucky, I spent some time in the room where this famous operation took place. I stood still and just breathed. I am not quite sure if I walked away a different man, or not. However, when I knelt to touch the grave of Jane Todd Crawford, I felt humbled and awed by the events that took place that Christmas day so long ago. It was thrilling to share that awe of those that came before me with my daughter. *Am*

JULIUS BONELLO, *Professor Emeritus of Clinical Surgery at the University of Illinois College of Medicine Peoria, Illinois and retired surgeon, has a passion for the history of medicine.*

SYEDA AYESHA HASAN, *Dr. Hasan is a Resident Physician at the University of Illinois College of Medicine Peoria.*

KATHY SLATER *works with Dr. Bonello in the Department of Surgery, University of Illinois College of Medicine Peoria.*



Reverend Alan Farley with the 'Christian Flying Artillery' coffee wagon.

CHRISTIAN FLYING ARTILLERY

JOHN CHRISTOPHER FINE LOOKS AT THE US CHRISTIAN COMMISSION'S BATTLEFIELD COFFEE WAGON

All photos by John Christopher Fine, copyright 2018

Soldiers nicknamed this the Christian Flying Artillery,” Reverend Alan Farley smiled. If anyone is the image of a minister or chaplain of the Civil War era, this white bearded, soft spoken Baptist minister does. He was describing a seven-eighths scale replica made in 1970 of the only coffee machine operated by the United States Christian Commission during the American Civil War. It was on display during the 5-8 July 2018 re-enactment of the Battle of Gettysburg held among majestic rolling hills of C. David Redding’s farm off Table Rock Road.

The story of the United States Christian Commission began on 15 November 1861, with a meeting of members of the Young Men’s Christian Association brought together by the Reverend Vincent Coyer at the Bible

Room of the New York branch of the YMCA. It is a story of courageous volunteers that came to the front lines to bring solace and the Word of God to battle-weary soldiers and those hospitalized because of wounds or illness. It is a story of devotion as well as commitment. In 1863, the volunteer organization commissioned Jacob Dunton of Philadelphia to make a wagon that would produce coffee, tea and hot chocolate in the field.

“This wagon could have been at Gettysburg,” Reverend Farley explained. “There was only one that our research can document. This is the only one staffed by volunteers of the United States Christian Commission.” He pointed to a photograph of a drawing of the original coffee wagon in use during the Civil War.

“The original wagon had 57-inch wheels this one has 54 inch wheels,” he continued, placing a hand on one of two large wheels of the carriage of the 1970 reproduction. “The original could produce 108 gallons of coffee an hour with each of these boilers containing 14 gallons of water. This reproduction holds 10 gallons in each of the three boilers.”

The scaled down reproduction was made and donated by the Chase and Sanborn Coffee Company. It is owned by the Armed Services YMCA in Hampton, Virginia. “We entered into a five-year renewable agreement with them to take it to re-enactments anywhere in the country. We agreed to maintain it.” Another smile as Reverend Farley examined the coffee boilers at the rear of the wagon and said, “To maintain it, we will have to restore it. We just picked it up two weeks ago and didn’t have time to find out how it works. This is our first trip with the coffee wagon.”

Volunteers would spend six to eight weeks working with the USCC. After the Battle of Gettysburg, almost 500 volunteers came to aid the 51,000 casualties that were being treated in field hospitals, farms, churches and homes in the area. The coffee wagon was put to use at Camp Letterman field hospital and elsewhere as need arose for hot drink for the wounded.

The tradition of offering the Word of God continues through the efforts of the Re-enactor's Mission for Jesus Christ (RMJC, Inc.) and the National Civil War Chaplains Museum on the campus of Liberty University in Lynchburg, Virginia. The coffee wagon will be stored under cover, out of the elements, at the offices of the RMJC, Inc. headquarters in Concord, Virginia and taken on a flatbed trailer to re-enactments around the country.

Reverend Farley, his wife Faith and members of their organization travel to some 25 re-enactments each year, logging over 30,000 miles annually. The event at Gettysburg is always their biggest effort, staffed with 18 volunteers this year. They have a cook that travels from

Michigan with his wife to prepare meals over campfires using period ironware kettles and utensils. A church service is held on Sunday morning.

During events, the organization teaches about the role of the 3,700 commissioned chaplains and the men and women who volunteered with the USCC during the Civil War. They relate moving stories that recount emotional trauma and conversion. One-hundred-fifty-seven chaplains died in the Civil War.

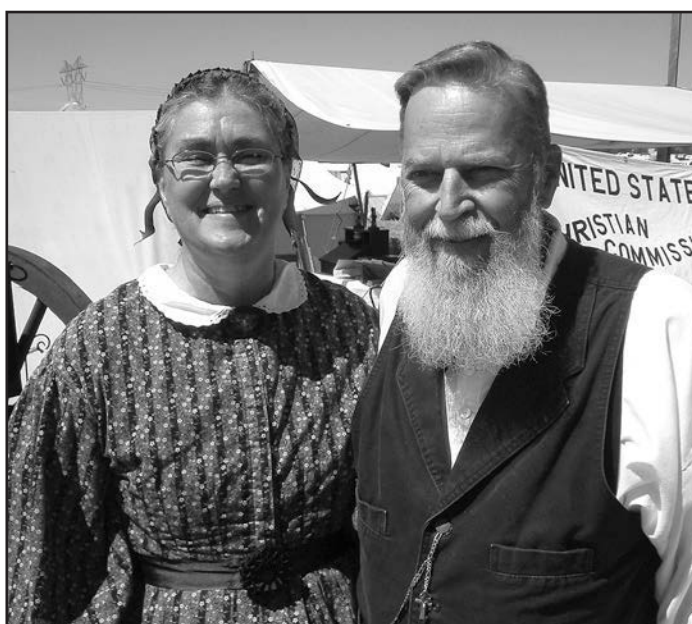
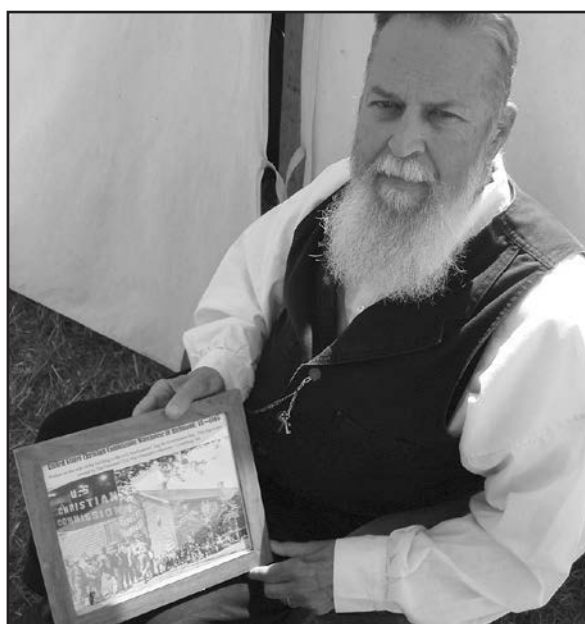
Working with wood, Reverend Farley created period stands to display the reprinted tracts and books. He also built a lectern and tables that lend authenticity to their displays under tents that serve to provide visitors with details of the history of the Christian commitment during the War. Some 150,000 Confederate soldiers were converted to Christianity during the Civil War, many during the "Great Revival" that swept through the Southern army. President Abraham Lincoln appointed hospital chaplains when Congress was slow to act.

With the coffee wagon in view, dressed in apparel that a Civil War

chaplain would wear, watch fob and key to wind it across his vest, hair gray and beard white, Reverend Farley described his life that brought him along the path that led to Gettysburg on a July day in 2018. Setting the scene: cannon fire and musket shot rattled on the field as soldiers dressed in period uniforms of North and South clashed nearby.

It is a simple enough story of a man working in air conditioning and heating trades who, at 29 years of age, heard his first Gospel message. "I accepted Jesus Christ as my personal Lord and savior. Got interested in Civil War re-enactments, then five years after I started, I saw the need for a chaplain. God put it in my heart to put down my rifle and pick up His sword," Reverend Farley tells it.

At the beginning, when he started re-enacting in 1984, there was no time set aside for church services. Reverend Farley and his dedicated group "ploughed new ground" as desire grew among participants for religious services. He became an ordained minister in 1988 from the Harvest Baptist Church in Greenville, Pennsylvania, his Doctor of



LEFT: Reverend Alan Farley with an old photograph of the U.S. Christian Commission headquarters building. RIGHT: Reverend Alan Farley and his wife Faith next to coffee machine outside the U.S. Christian Commission tent at the Gettysburg Re-enactment.



Reverend Alan Farley with musician going over tunes for Sunday service music.

Divinity received from Antioch Bible College in Marietta, Georgia. Now 68 years old, married to Faith for 31 years with two children, both married with their own children, the couple devote themselves as volunteers carrying on tradition around the country as people gather to participate in the drama that was unique in American history.

The ministry has reprinted over a hundred different Gospel tracts that were given out during the Civil

War. “We have written original Gospel tracts from documented stories from the War, reprinted six different books from the war period and have reprinted Union and Confederate New Testaments totaling over 12,000 copies.”

When asked the difference in the New Testaments of North and South, Reverend Farley explained that after the discovery of rifles, packed in boxes marked Bibles by John Brown’s raiders at Harpers

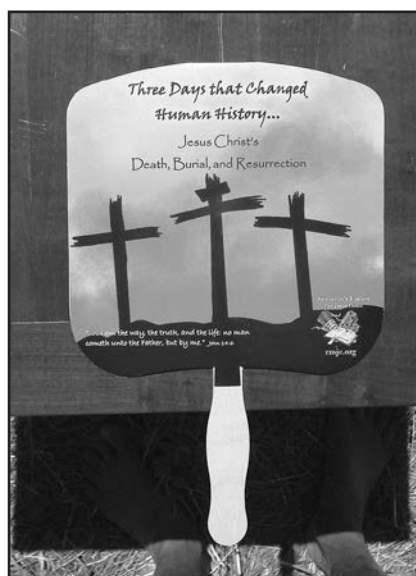
Ferry, Virginia, the Lincoln administration put all religious material on the contraband list. He continued, “In 1862, the American Bible Society smuggled a complete set of New Testament printing plates to the Confederate States Bible Society in Augusta, Georgia. In 1862, they started putting out the New Testament for Confederate troops. The inside is identical, only the cover and title pages are different.”

Costs prohibited continuation of a newspaper the organization mailed out to 7,000 people bi-monthly in seven different countries dealing with the Christian aspect of the Civil War. Historic devotions go out now via email.

“We are continuing on. A new chapter has started with the coffee wagon. Guess we’ll see what the Lord is going to do with that.”

Reverend Farley picked up a fan they give out at the Gettysburg re-enactment Sunday service. One side depicts the generals and a legend: ‘Three days that changed our nation’s history.’ The other side of the small paper fan shows a crucified Christ bearing the legend: ‘Three days that changed our human history.’

Keeping the tradition and spirit of the role of chaplains and Christian volunteers alive the Re-enactor’s Mission distributes free lemonade to veterans, first responders and re-enactors. With resurrection of the Civil War Christian Flying Artillery, they will soon offer coffee for the body as well as compassion for the soul. *HC*



LEFT: The fan given out during Sunday services at the Gettysburg Re-enactment.



RIGHT: Reverend Alan Farley simulates pouring a cup from the coffee machine operated during the Civil War by the U.S. Christian Commission.

Dr. JOHN CHRISTOPHER

FINE is a marine biologist and expert in marine and maritime affairs. He is a Master Scuba Instructor and Instructor Trainer.

The author of 25 books, his articles appear in magazines and newspapers in the US and Europe.



The *Wingfoot Air Express* prior to liftoff from Chicago's Grant Park site.
Public domain

DEATH IN THE SKIES OVER CHICAGO

CHUCK LYONS LOOKS AT THE WINGFOOT AIR EXPRESS DIRIGIBLE DISASTER OF 1919

In July 1919, just four years after 844 people died when the Great Lakes steamer *Eastland* sank at a Chicago dock, the city was again touched by tragedy when the Goodyear dirigible *Wingfoot Air Express* caught fire and crashed into the Illinois Trust and Savings Building in the city's Loop.

It was the first crash of a commercial aircraft in US history.

The dirigible had begun burning and descending about 5 PM, finally crashing through a skylight and into the bank's rotunda where up to 150 clerks, most of them young women, worked. The dirigible's gas tanks exploded scattering flaming gasoline over the rotunda and panic ensued. Bank employees struggled to escape the flames and wreckage, burned and trapped workers screamed, and bank employees

on the bank's upper floor jumped from the windows to the street below.

"There was a shadow," a telephone operator inside the bank later said. "Instantly a crash sent glass flying...then the huge machine came through. It seemed to fill the bank with flames."

Thousands of people, many of whom had witnessed the crash, gathered in the street outside the bank.

During World War I, that had

ended eight months earlier, the Navy had leased Chicago's White City Aerodrome, for use in constructing its own dirigibles, but had recently returned the aerodrome to the city. Goodyear's *Wingfoot Express*, which the company considered a source of publicity for the company and for dirigible travel in general, was being assembled there. Earl H. Davenport, a former newspaper sportswriter and now publicity director of Chicago's White City amusement area was taking advantage of the dirigible's presence in the city to offer rides to local newspaper writers and photographers in hopes of some free publicity for White City complex. As the airship lifted off that Monday, 21 July, five men were in the *Wingfoot's* gondola that hung, looking something like a row boat, from the dirigible's 158-foot (45.7m) gas bag: Davenport, who had been looking forward to a ride, pilot Jack Boettner, mechanics Harry Wacker and Carl Weaver, and a *Herald and Examiner* photographer named Milton Norton. Some of the hydrogen in the gas bag had seeped out during the two previous flights so Capt. Boettner had decided to limit what would probably be the ship's last flight of the day to five passengers.

Each of the five men was wearing a silk parachute that was attached to a ring on the side of the gondola and would open automatically if the wearer jumped from the gondola. If there was a problem, Boettner told the two inexperienced passengers, "all you have to do is jump".

Beginning at 4:50 PM, the *Wingfoot* rose and floated majestically over the crowd of curiosity-seekers that gathered whenever it landed.

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Boettner took the ship to 1,200 feet (365.8m) and turned west to fly over the city's business district, the Loop, where office workers, who were just finishing up for the day, could see it and where Norton could get some good shots of the city from above.

"Automobiles pulled to the side of the road," writer and historian Gary Krist wrote in his 2012 book, *City of Scoundrels*, "commuters pointed at it from the platforms of the L, office workers stopped typing and hung up phones to watch it from the windows of their buildings."

But as the *Wingfoot* crossed the city's State Street, Boettner felt the gondola shutter and glanced up to see flames leaping from the ship's gas bag. He immediately ordered everyone aboard to leap out.

"Jump," he shouted, "or you'll be burned alive," and jumped.

Thousands who had gather on the streets to watch the airship pass could by now see the gas bag burning and the small, parachuting figures falling, including some 14,000 baseball fans watching a double header between the Chicago White Sox and the New York Yankees at the city's nine-year-old Comiskey Park.

"Nearly everyone at the Sox park witnessed the fate of the dirigible," the *Chicago Daily Tribune* later wrote. "The instant it caught fire, there was a scream from the fans. The game was stopped as all watched the catastrophe. It seemed the entire thing burned up in about a half minute."

Mechanics Wacker and Weaver, who were in the rear of the gondola jumped clear of the *Wingfoot*, but their parachutes caught fire as they exited. Weaver's parachute quickly disintegrated, he picked up speed, crashed through the glass skylight of the Illinois Trust and Savings building, and was instantly killed. Wacker, however, was able to control his burning parachute



Photo showing where the *Wingfoot Air Express* crashed through the roof of the Illinois Trust and Savings Building. Public domain

enough to strike the ledge of a building and continue onto the street. He was injured, but survived. Norton, too, struck a building, the Western Union Building, breaking a window and bouncing back into the air. He was found in the street and rushed to a city hospital. He had broken both of his legs and died the next day. Boettner came to rest all but uninjured on the roof of the Board of Trade building, the highest building in Chicago. Davenport was not as lucky. When he jumped from the gondola, his parachute somehow got tangled in the rigging of the *Wingfoot*. He fell a short way and hung there upside down, kicking and twisting, as the burning dirigible descended toward the skylight of the bank and was killed when the airship crashed through the bank's skylight.

Bank employees afterwards reported that a shadow passed over

the skylight just before the airship struck and was followed by a bright flash and the sound of breaking glass.

Others said fire "rained down" on the area.

"I thought a bomb had exploded," one man said, and cashier F.I. Cooper reported that "the body of a man, so badly burned and mangled I could not tell at first that it was a man, came hurtling through the air and fell at my feet."

An engine and fuel tank from the *Wingfoot* landed in the rotunda, the engine crushing a bank clerk beneath it and the fuel tank exploding to send a wall of flame through the area. Tellers, clerks, and bank officers struggled through the debris, their clothes on fire, trying to find a way out of the building. Others had been incinerated. Police and firefighters arrived on the scene, but were kept out of the blazing rotunda by

the flames. A crowd later estimated at 20,000 people had been drawn to the burning bank building, and many struggled to help the injured as they climbed out of the bank and wreckage often burned and bleeding and wandering disoriented around the area.

It was thirty minutes after the crash, the *Chicago Daily Tribune* reported, before the city fire department could get control of the fire and “before the bodies under the [Wingfoot] could be dragged out.”

“Some were burned beyond recognition,” the newspaper said.

Davenport and Weaver from the dirigible were dead, Norton would die the next day. Another ten people from inside the bank were dead, and a large number – at least 27 – were injured, mainly with burns or cuts caused by the broken glass of the skylight. Damage to the bank building was extensive including, bank officials said, the loss of a

package of \$50,000 in government bonds believed to have been burnt. The bank’s vaults were untouched by the crash and fire, and bank employees returned when firefighters had quenched the flames to lock up what cash and securities had been abandoned in the chaos that followed the *Wingfoot’s* crash.

City and bank officials announced that there had been no looting.

What touched off the fire aboard the *Wingfoot* has never been determined. Three major theories have been offered, however: that a spark from an engine ignited the blaze, that the sun’s heat caused the gas bag to expand and burst, and that a mechanic had used a blow torch to burn oil off the propellers before takeoff and the fire had been smoldering since then.

The city quickly passed legislation restricting flights over the city, closed the Grant Park airstrip, and began work on Midway airport,

which is still in use today. Good-year, in turn, moved away from the use of hydrogen in dirigibles and began relying on non-flammable helium. Several people, including pilot Boettner and W.C. Young, the Goodyear official in charge of the *Wingfoot* project, were held by police and questioned, but no charges were placed against them or anyone else connected to the disaster.

After a hectic night of cleaning, the bank opened for business the following morning. *HM*

CHUCK LYONS is a retired newspaper editor and a freelance writer who has written extensively on historical subjects. His work has appeared in national and international periodicals. He resides in Rochester, NY with his wife Brenda and a golden retriever named “Jack”.

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Reckless with Sgt. Latham. Photo by USMC photographer Andrew Clare Geer. From *Reckless, pride of the Marines*, 1955. Public Domain, Wikimedia Commons

ANIMAL HEROES OF WORLD WAR I AND WORLD WAR II

**LINDA BEACH EXPLORES THE
CONTRIBUTIONS OF ANIMALS WHO
SERVED WITH THE ALLIES**

Through the ages, armies have enlisted the aid of the animal kingdom on the field of battle. Horses, mules, and even camels and elephants have hauled men and supplies; pigeons have carried messages; dogs have tracked enemies and protected troops. The efforts of these courageous animal warriors have turned battles and saved the lives of many a combat soldier.

Near the beginning of World War I, the Allies, as well as the Central Powers, began to invent new ways of waging war. Tanks, planes, and machine guns replaced the cavalry on the front lines. Trench warfare further

made it impossible to use horses in battle, but the army continued to use them as animals of transport.

While the British boasted that they were the most mechanized army in the world, they still relied largely on horse power for transport. By November 1918, the British army had almost 500,000 horses, which helped to distribute 34,000 tons of meat and 45,000 tons of bread each month. Thousands of other pack animals were used to transport munitions and field guns. Teams of horses transported the wounded to field hospitals in horse-drawn ambulances.

The essential role of horses and mules in World War I did not go unrecognized. General John J. Pershing wrote, "The army horses and mules proved of inestimable value in prosecuting the war to a successful conclusion. They were found in all the theaters of preparation and operation doing their silent but faithful work without the faculty of hoping for any reward or compensation."

While telephone and telegraph communication played a huge part in both world wars, the homing pigeon was often more effective. Their homing instincts and their ability to fly at great heights made them extremely reliable and capable messengers. Whether flying to the army division headquarters or into the battle front, they were determined to reach their home lofts at all costs. When telegraph and telephone poles were down, the pigeons still carried vital messages.

Many breeds of dogs performed important psychological functions for the troops. As mascots, they became a means of forging comradeship and raising morale among the men. Sgt. Stubby, a Bull- or

Boston-terrier-mix who served the 102nd Infantry, 26th Yankee Division, went way beyond his role as mascot, however. Exposure to mustard gas had left Stubby overly sensitive to its noxious fumes. When he sensed mustard gas, he would run through the camp barking to sound the alarm so that they could don their gasmasks.

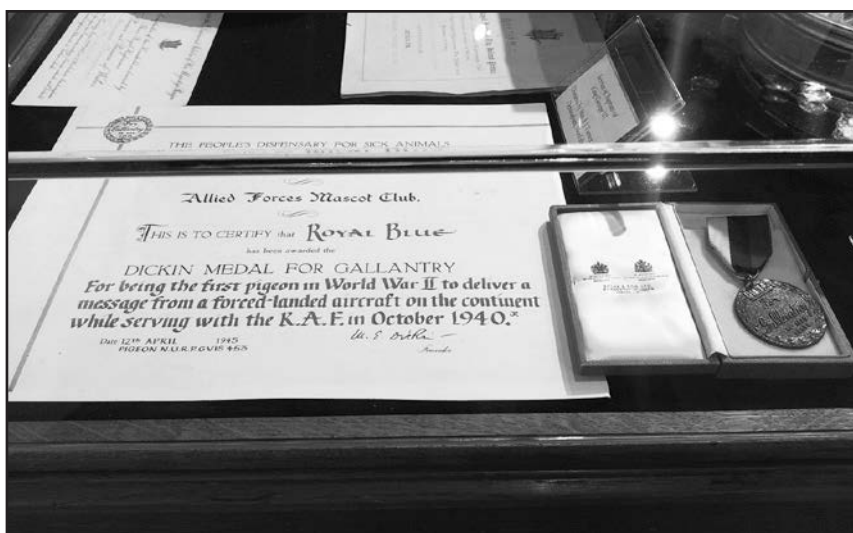
He also learned how to locate wounded soldiers during patrols. He proved himself in battle multiple times, waking soldiers as he sensed incoming artillery attacks and infantry assaults that human sentries hadn't yet detected. His most heroic moment came when he found and seized a German spy moving near the American position. He bit into the German's pants and raised a ruckus, holding the spy in place until the infantrymen could relieve him of his prisoner.

At the end of World War I, Sgt. Stubby was awarded a gold medal by the supreme commander of American Forces, Gen. John Pershing. Sergeant Stubby was the most decorated dog of the war.

A SPECIAL WORLD WAR II MEDAL

In 1943, the Dickin Medal was introduced to honor animals who displayed devotion and courage as they served with the Allies during World War II. Today, the medal is recognized worldwide as the 'Victoria Cross' of the animal world, the highest award an animal can receive while serving in a military conflict.

The Dickin Medal bears the name of Maria Elisabeth Dickin, born in London, 1870. The daughter of a Wesleyan Minister, she was an independent-minded young woman, never afraid to voice her beliefs. Out of her compassion for the needy, Maria began ministering to the poor in the East End of London. She was appalled at



The Dickin Medal for the pigeon Royal Blue, one of many pigeons in service with the RAF during War World II. Photo by Joseph Krol. Public Domain, Wikimedia Commons

the terrible poverty she witnessed there – especially the sight of their sick and injured pets who were in desperate need of veterinary care. Dogs and cats had no choice, but to scavenge from the gutters, many in pain from broken limbs.

In Maria's words, "I thought, *This kind of thing can't go on. Somebody must do something about this!* As I learned in life – If you want anything done, do it yourself!"

On 17 November 1917, Maria opened the doors to the first *People's Dispensary for Sick Animals* (PDSA) clinic in a basement in Whitechapel. At a time when women were not allowed entry into the Royal Veterinary College, Maria recruited and trained her own staff. On the sign outside the clinic she posted, "Bring your sick animals. Do not let them suffer. All animals treated. All treatment free." The clinic was so popular that police were needed to control the crowds of people coming for free treatment. Within four years, the PDSA had established seven clinics across London and were treating nearly 40,000 animals a year.

During the World War II bombing of London, PDSA rescue squads saved over 250,000 pets. In January 1943, they began collecting stories

of animals who had provided strength, rescue, and morale-boosting friendship for men on the battlefield. In order to keep records of the histories of more than 3,000 animals, they formed the *Allied Forces Mascot Club*.

At the same time, Maria and the PDSA conceived of the idea of a medal to honor the most outstanding animals in the war. The medal recognized animals that had shown bravery while serving with any branch of the Armed Forces or Civil Defense in World War II. During the next six years, the bronze medal embossed with the words 'For Gallantry' and 'We Also Serve' was awarded to fifty-four heroic animals – thirty-two pigeons, eighteen dogs, three horses, and one cat.

DICKIN MEDAL RECIPIENTS

The very first animal to be awarded the Dickin Medal was a pigeon named White Vision. On 11 October 1943, White Vision was aboard a Catalina flying-boat when it was forced to ditch in the North Sea off the coast of Scotland. The airplane's radio was not working, so the homing pigeon was released with a message specifying where the airplane had gone down.

White Vision flew sixty miles against a strong headwind to reach her loft. The message encouraged them to resume their search. All eleven members of the crew were rescued after spending eighteen hours in rough seas. White Vision was awarded the Dickin Medal on 2 December 1943. Her citation read: "For delivering a message under exceptionally difficult conditions and so contributing to the rescue of an air crew while serving with the RAF in October 1943."

Gustav was one of six RAF messenger pigeons given to news correspondent, Montagu Taylor, on D-Day. He was the first bird to deliver Montagu's dispatch from the Allied invasion forces. In spite of a 50 mph head wind, Gustav flew more than 150 miles – from the northern coast of France to his loft near Portsmouth – in just over 5 hours to deliver this message: "We are just 20 miles or so off the beaches. First assault troops landed 0750. Signal says no interference from enemy gunfire on beach...Steaming steadily in formation... no enemy aircraft seen." Gustav was awarded the Dickin Medal in September 1944.

The first dog to be awarded the Dickin Medal was Bob, a mongrel attached to an infantry unit in Africa in 1944. Bob was travelling with his unit when he suddenly froze and refused to move. As the unit turned to see what Bob had heard, they saw their enemy about to attack. Because of Bob's actions, none of the men of his unit were killed or captured. Bob's citation reads: "For constant devotion to duty with special mention of patrol work at Green Hill, North Africa, while serving with the 6th Battalion Queen's Own Royal West Kent Regiment."

Judy was a purebred English pointer who had been adopted as a mascot by the Royal Navy. When her ship was torpedoed during the Second World War, Judy and the crew

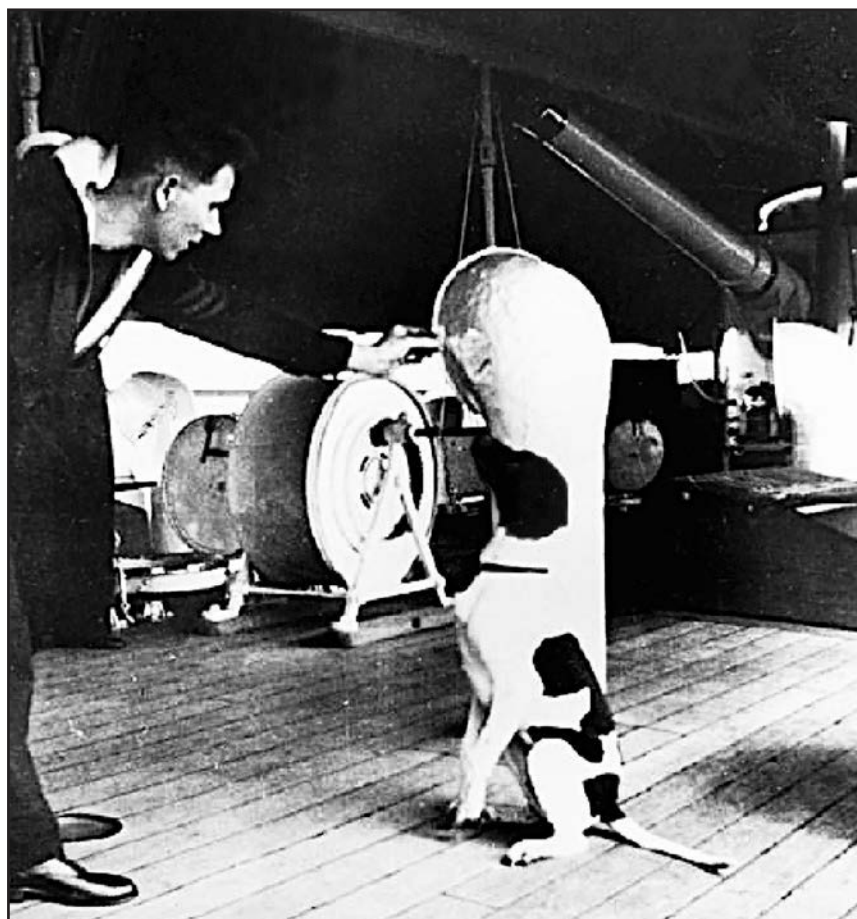
were captured by the Japanese and held as prisoners of war. Judy was adopted by Leading Aircraftsman Frank Williams, who shared his meager rations with her throughout their imprisonment. Williams even managed to have Judy officially registered as a POW.

Judy was extremely protective of her fellow prisoners. When the guards attempted to beat the POW's, Judy would bark and growl to distract them. She often left the camp to bring back food for the starving prisoners. Judy was awarded the Dickin Medal in 1946 for "magnificent courage and endurance in Japanese prison camps, which helped to maintain morale among her fellow prisoners and also for saving many lives through her intelligence and watchfulness."

Olga was one of three horses to have been awarded the Dickin

Medal. She was on duty in South London when a German flying-bomb destroyed nearby houses. Olga's citation read: "On duty when a flying-bomb demolished four houses in Tooting and a plate-glass window crashed immediately in front of her. Olga, after bolting for 100 yards, returned to the scene of the incident and remained on duty with her rider, controlling traffic and assisting rescue organizations."

Simon the Cat was found, undernourished and sick, wandering the Hong Kong dockyards in 1948. George Hickinbottom smuggled him aboard the HMS *Amethyst* and appointed him honorary "Able Seacat". Simon quickly befriended his shipmates, despite cheekily leaving gifts of dead rats in sailors' beds and taking naps in the captain's cap. He was awarded the Dickin Medal in 1949, for killing



Judy Was a Ships' Dog on the HMS *Gnat* and HMS *Grasshopper*. Photograph from the collections of the Imperial War Museums. Public Domain, Wikimedia Commons

off a rat infestation onboard the *Amethyst*, raising morale, and surviving injuries from a cannon shell. He was the only feline to receive the Dickin Medal.

HONORARY DICKIN MEDAL AWARDED

During World War I, a horse named Warrior displayed gallantry above and beyond the call of duty. He was subjected to machine gun attacks by air, survived falling shells at the Battle of the Somme, was buried under debris and got stuck in mud at Passchendaele, and was twice trapped under the burning beams of his stables.

The PDSA, who dubbed Warrior as “the horse the Germans couldn’t kill”, chose him to receive a Dickin Medal that would honor the contributions of all the animals who served during World War I. They honored him as a ‘true survivor’ whose story ‘epitomizes the vital roles played by millions of animals’.

PECULIAR WAR HEROES

‘Wojtek the Soldier-Bear’ was the mascot of the 22nd Artillery Supply Company, Polish II Corps. Wojtek, meaning ‘Happy Warrior’, weighed around 250 lbs. He grew to over six feet tall. He was extremely tame and comfortable in human company, often wrestling or play-fighting with the men.

In 1943, when the unit was posted to Italy, Wojtek was added to the enlisted roll so that he could accompany them. He was even assigned a service number and given the rank of Private. During the fierce fighting for Monte Cassino, Wojtek helped with the vital task of keeping front-line troops supplied by carrying heavy shells and boxes of ammunition. The image of Wojtek carrying shells was later incorporated into the company’s insignia.

We would not want to leave our stories of animals on the battlefield



Wojtek the Bear. From collection at the Imperial War Museums. *Public Domain, Wikimedia Commons*

without mentioning two peculiar heroes of the war – slugs and glowworms. Slugs saved thousands of lives by detecting mustard gas. The slugs would indicate their discomfort by closing their breathing pores and compressing their bodies. At a signal from the ‘slug-keeper’, the soldiers in the trenches would quickly put on their gas masks. Because of the simple slug, many lives were saved.

Then there was the *Lampyris noctiluca*, commonly known as the European glowworm, which glows through bioluminescence. As they dug into their trenches at night, enlisted men and officers alike collected the glowworms in jars by the thousands. These instant lanterns allowed soldiers to examine intelligence reports, study battle maps or simply read comforting letters from home. Ten glowworms

could provide the same amount of illumination as a modern-day roadway light.

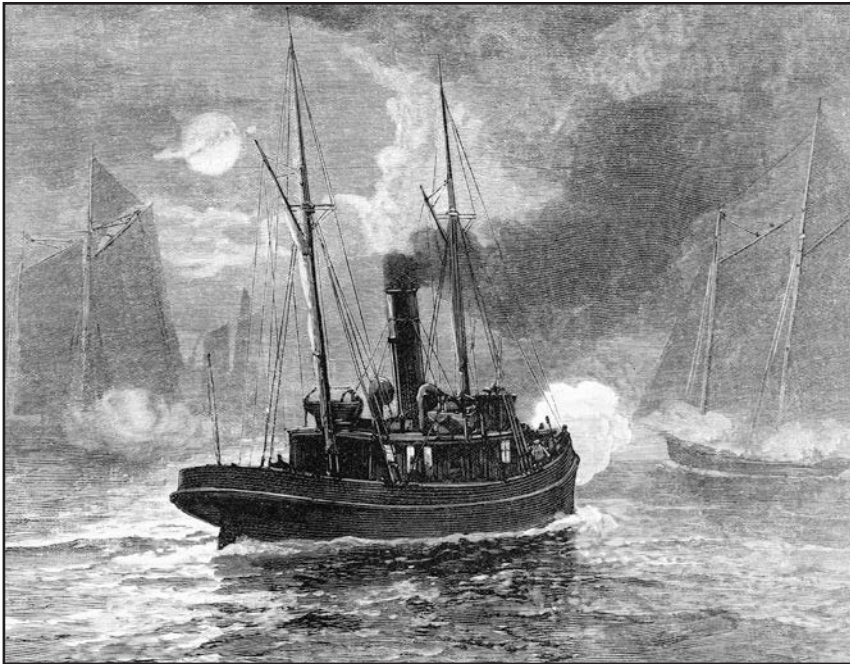
Hats off to the unsung heroes who helped to preserve freedom in the twentieth century. While the celebrated animals certainly did not know their nation’s mission or enemies, they knew their jobs and did them with nary a peep, bark, or neigh. Out of loyalty to their pack, adoration for their handlers, and expert training, they became heroes. *Hm*

LINDA BEACH is a freelance writer from Ohio. She has two blogs: avoiceforalternative.medicine.blogspot.com. You can find her E-book, “Becoming the Best Grandparent You Can Be” at amazon.com.

WHEN THE CHESAPEAKE RAN RED

Pirates and Privateers

STEVEN NEILL LOOKS AT SMUGGLERS AND PIRATES AND THEIR OPERATIONS ON THE EASTERN SEABOARD



The *Queen Anne's Revenge*, for a time, was used by Blackbeard and his pirates wreaking havoc along the North Carolina coastline and inlets.

they did not want too much British scrutiny along the eastern seaboard. Such was the case in the late 1690s when Francis Nicholson was Governor of Maryland. He was determined to stop the smugglers and pirates in his area by organizing his militia to stop the illegal trading, but soon learned that the pirates had moved their operations out of Maryland and into Pennsylvania:

“To gain information on the extent to which piracy and illegal trade were tolerated, he made frequent journeys through Pennsylvania where he found the people disposed to encourage the illicit trade. He sent proclamations to Governor Liarkham for the apprehension of pirates, but Liarkham, instead of arresting, encouraged and supported them. Finally, Nicholson lost patience and sent troops over the border to arrest men accused of piracy and of harboring deserters. The Pennsylvania assembly tried to legalize the illegal and piratical trade by removing the jurisdiction over it from the King’s officers and placing it in the hands of juries.”

Pirates, often idealized as swashbuckling heroes or sword-wielding demons, did not just terrorize the Caribbean, but regularly plied their trade up and down the Eastern US seaboard. Often overlooked, the Chesapeake Bay was a famous hunting ground for pirates of the seventeenth and eighteenth centuries. Its estuary waters touched thousands of miles of shoreline, providing an excellent refuge for the pirate’s as they sailed in and out of rivers, creeks, and coves. From there, they looted the plantations, small communities, and other boats of tobacco, household goods, and food while the vast shoreline made it impossible to patrol.

While pirates were generally dangerous and unpredictable, they tended to be tolerated in the colonies because they sold their stolen goods to the residents at lower prices. They were also frequently made into privateers when they were authorized by various governments

to capture or destroy enemy ships and in general, cause mayhem during times of war. Many colonists were likewise involved in smuggling as a way to avoid paying British customs. So while the colonists wanted protection from marauding bands of buccaneers,

THE LA PAIX

When Francis Nicholson became Governor of Virginia in 1698, his efforts to fight against the rampant smuggling and the pirates roaming the Chesapeake Bay was hindered by insufficient resources, thousands of miles of coastline, and complicit local officials. To help his efforts, the Royal Navy sent in a man of war at the end of April 1700. The ship was the 359 ton, 5th rate frigate, *HMS Shoreham*, armed with twenty-eight cannons and commanded by the experienced William Passenger. It would prove to be precisely the help Nicholson required.

Arriving in the Chesapeake Bay at the end of April 1700, the French pirate Lewis Guittar captaining the sleek *La Paix* (Peace), a former merchant ship, quickly made a name for himself as he and his crew captured several merchant vessels, burned or sank others and seized a vast haul of valuable cargo along with about fifty captives.

On 28 April, Gov. Francis Nicholson and Commander Passenger were having dinner together when a dispatch rider came bearing the news that the *La Paix* had dropped anchor in the Chesapeake Bay. Gov. Nicholson sent out word to mobilize the militia to protect the coast then boarded the *HMS Shoreham* to join in the fight. They cast off at 10 PM, and when they first sighted the *La Paix*, Passenger would say: "This is but a small fellow, we shall have him presently."

Captain Guittar's latest capture was the sloop *Nicholson* which carried 110 barrels of tobacco and plenty of strong beers and wines. Interrogating several prisoners, he heard that the old frigate, *Essex Prize* had sailed to London, leaving the Chesapeake Bay undefended. One of the captured sailors would tell Guittar of a "great ship" in the area, but his crewmates claimed he

was mistaken. Believing the sailor was lying, he had the poor man tortured and smugly said there was no man of war out there, and if it were a merchantman, he would have him by and by. While docked and in the absence of any apparent danger, the pirates drank themselves into a stupor. The next morning, pandemonium broke out as they saw the *Shoreham* on the horizon. Guittar hurried his inebriated crew to get underway, setting the stage for an epic gun battle.

THE BATTLE

The battle, which started on the morning of 29 April 1700, was a duel between the two ships hammering away on each other for almost ten-hours. The *Shoreham*, manned mostly by Virginia volunteers and English boys, was so undermanned that she couldn't operate her cannons and sails simultaneously, but was able to stay upwind of the *La Paix*, keeping her out of a hand-to-hand fight. In spite of her handicap, the crew of the *Shoreham* managed to shoot away the masts, yards, sails, and rigging as well as shattering one side of the ship's hull, causing it to run aground.

With nowhere to run, Captain Guittar had his men prime the remaining barrels of gunpowder in preparation to blow up the ship along with her captives. Then he replaced his blood-red battle flag with the white flag of surrender. Calling over to Nicholson, Guittar threatened to light the fuse on the gunpowder unless guaranteed the King's mercy for himself and his men. Nicholson granted quarter for the pirates of the *La Paix*; those captured onshore or on other ships were speedily hung. In all, twenty-five to thirty pirates died in the battle, and the *La Paix* would sink. The *Shoreham* only lost one man, and though the ship was severely damaged, it was repaired

and would sail on for many years. *Three of the pirates escaped before the trial, but were recaptured and hung while the rest were sent to England, tried, and executed.*

OYSTER WARS

Pirates and privateers inhabited the Chesapeake Bay until the Civil War. A new breed of "pirate" would emerge in the area starting in 1865; however, these "oyster pirates" were poachers digging up the world-famous and highly coveted Chesapeake Bay oysters. Beginning in the 1830s, Maryland passed bills protecting their oyster beds from outsiders. First, they limited the collection to state residents only, then outlawed the use of dredging equipment, and in 1865, they required permits to harvest them. Virginia, however, did not pass any legislation controlling oyster collection until the 1870s, so their beds became depleted in satisfying the demand for oysters.

Unlicensed oyster "pirates" from Virginia and elsewhere poached the Maryland oysters anyway, leading to Maryland building a fleet of armed vessels to combat the poachers. In 1882, Maryland police (with the state governor in tow) made a series of arrests ending with the conviction of forty-one poachers and the seizure of seven ships. The poachers would carry on raids of the oyster beds from their "mosquito" fleets until an illegal dredger was shot and killed by a police officer in 1959. *HN*

STEVEN NEILL has been an avid American history reader for most of his life and hoping to pass his love of history onto others. He is transitioning into a fulltime freelance writer.

Heroes & Desperados!

by David A. Norris

This special issue from *History Magazine* features a collection of stories about famous, and not-so-famous characters down through history: some nice — and some not-so-nice. David A. Norris, a regular contributor to *History Magazine* as well as several of our other successful special issues, has compiled entertaining accounts of William Tell, Daniel Sickles, Lieutenant Maynard, Australia's Bushrangers, Boyle The Turncoat, The Bow Street Runners, Highwaymen and more!

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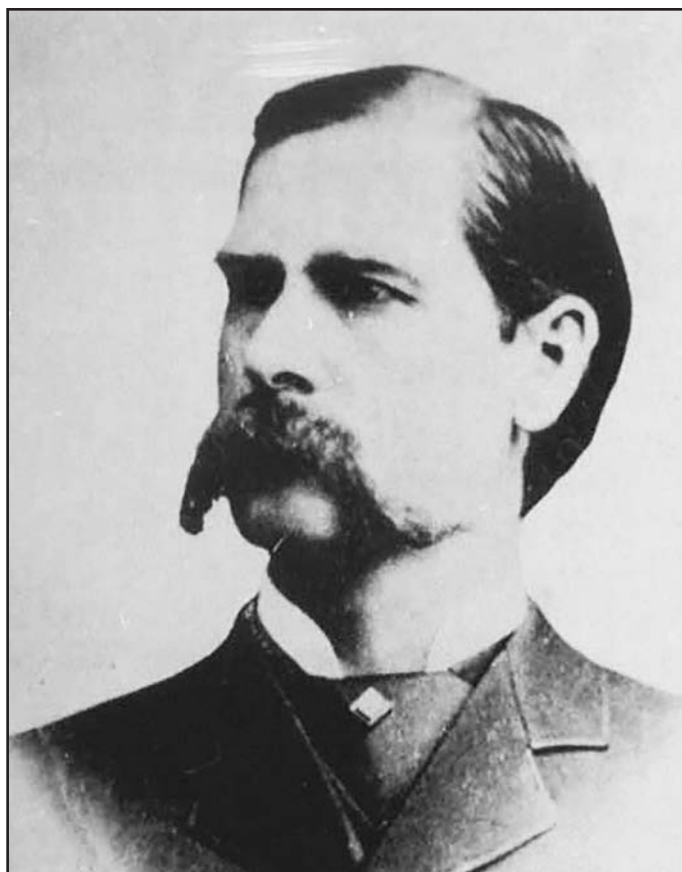
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Wyatt Earp, ca. 1870s. Public domain

FIXING FOR A FIGHT

RADU ALEXANDER LOOKS BACK AT THE FITZSIMMONS-SHARKEY BOUT OF 1896 AND THE CONTROVERSY SURROUNDING REFEREE WYATT EARP

Wyatt Earp is inexorably linked with the rough and tumble years of the Wild West, but the man lived until 1929. He carried on into the modern world long after the West had been tamed.

This new world was not very fond of Wyatt Earp. Nowadays, he is remembered as a legendary gunslinger, but at the turn of the century, he was vilified for refereeing and, allegedly, fixing one of the biggest championship bouts of that time.

WHY HIM?

In 1896, the boxing world was in a state of disarray. The heavyweight champion, James J. Corbett, had retired the previous year and it was not uniformly clear who his successor was. Eventually, it was settled that a bout between “Ruby” Robert Fitzsimmons and “Sailor” Tom Sharkey would crown the new champ.

The fight had a lot of hype behind it, but it almost did not happen. Fitzsimmons’ camp was concerned that the match might be fixed and rejected all referee candidates put forward as being untrustworthy. Eventually, the promoters came up with someone who had a reputation purportedly beyond reproach: Wyatt Earp.

THE FIGHT

The match was scheduled for 2 December 1896, at the Mechanics’ Pavilion in San Francisco. Earp was reluctant to accept the job at first. However, he did specify that he will be dining across the street from the arena on the night in question. If there was no one else to do it, he would referee.

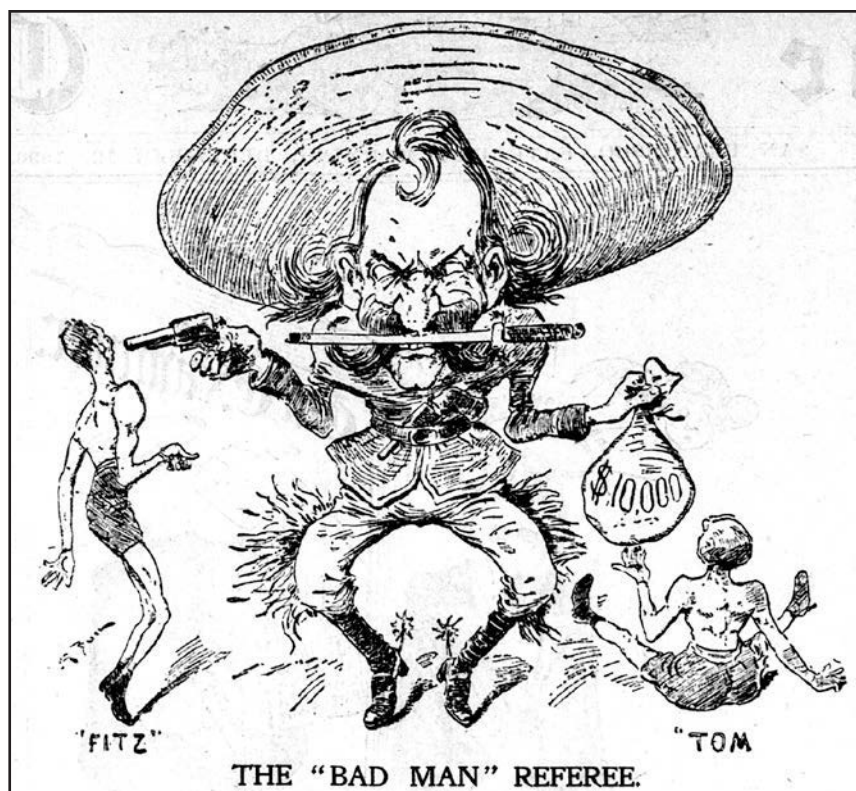
So it was that Earp entered the pavilion five minutes before the fighters made their entrances, still carrying a Colt .45 which he had to relinquish to a police captain. As one newspaper put it, for the first time in boxing history, authorities had to disarm the referee.

The former lawman had some boxing experience and refereed dozens of fights before this one. At first, he acquitted himself quite well. The British Fitzsimmons had the upper hand on his Irish opponent for most of the bout and, in the 8th round, went in for the kill. He landed a solar plexus punch that sent Sharkey to the floor, rolling in agony.

He was clutching his groin, however. The referee went to check on him. After a few minutes of confusion, Earp made a speedy exit out of the Mechanics’ Pavilion as Sharkey was being carried out of the ring as the new heavyweight champion.

WHAT HAPPENED?

Almost everyone who was there that night saw Fitzsimmons level Sharkey with a devastating, but perfectly legal punch to the stomach. The referee, however, claimed that the British pugilist fouled his opponent with a hit below



Caricature of the "bad man" referee Wyatt Earp published in the New York Herald. Public Domain, New York Herald

the belt. Therefore, Wyatt Earp disqualified Fitzsimmons and awarded the fight and, more importantly, the \$10,000 purse to Tom Sharkey.

The prevailing public opinion was that Sharkey's camp fixed the fight and Earp was in on it in exchange for a cut of the prize money. Most newspapers also took this stance and portrayed Wyatt Earp as a cheat and a thief, no longer the hero lawman of the Old West.

The accusations were exacerbated by the fact that Earp was a good friend of Sharkey's manager, David Lynch, and because the new champion refused to be examined by the National Athletic Club for a groin injury.

THE FIGHT GOES TO THE COURTS

Unsurprisingly, Fitzsimmons' camp yelled the loudest that their fighter had been robbed. When Lynch went to the bank to cash the winner's check, he discovered that an

injunction had been placed on the prize money. The fight had moved from the ring to the courtroom.

The trial was filled with conflicting stories and little evidence to support either point of view. Very few people claimed to see the phantom groin punch that sent Sharkey to the floor, but both Earp and the Irish boxer testified that Fitzsimmons landed an illegal blow.

Two weeks after the fight, the judge decided that all the hearsay evidence was not enough to prove a conspiracy to fix the bout. Moreover, he ruled that the match had been illegal anyway, because there was no license to hold the fight in San Francisco. Therefore, the court was unable to consider civil action for a criminal act and he lifted the injunction.

THE AFTERMATH

Wyatt Earp was cleared of any charges of fixing the boxing match,

but he was still convicted of carrying a concealed handgun to the ring. He was fined \$50.

The courts might have acquitted him, but Earp was never vindicated in the eyes of the public for the rest of his life. The accusation brought him far more infamy than the Gunfight at the O.K. Corral or any of his other Wild West adventures.

As far as the boxing world goes, former champ James J. Corbett returned to the ring in 1897 and was generally acknowledged as the still-reigning heavyweight champion. Fitzsimmons beat him for the title and then, finally, conclusively defeated Sharkey in 1900.

A year after the match, Earp headed to Alaska, caught in the Klondike Gold Rush. It wasn't until the 1930s, years after his death, that Earp's reputation started to bounce back following the publication of "Wyatt Earp: Frontier Marshal" by Stuart Lake. Although nowadays it is dismissed as mostly fictional, the biography presented Earp in a glowing light as a fearless lawman and helped mold his image to that of the Wild West icon we remember today. *Em*

FURTHER READING

Lake, Stuart N.

– *Wyatt Earp: Frontier Marshal*

Barra, Allen – New York Times:
When Referee Wyatt Earp Laid Down the Law

Mulvaney, Kieran – ESPN:
The Fight, the Foul and the Lawman

RADU ALEXANDER is a freelance writer, editor, and scriptwriter with an interest in the stranger side of history. His work has been featured in many publications from Europe and North America.

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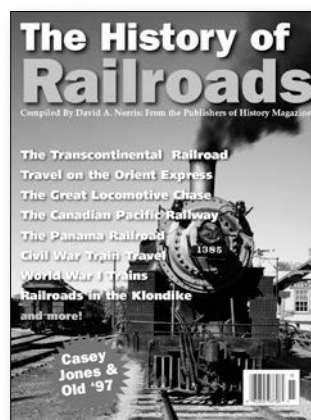
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This 1856 portrait of Juliette Kinzie was painted by George Peter Healy (Joe Byrd collection). Long in the possession of the Gordon family, the portrait is now on display in a parlor of the Juliette Gordon Low Birthplace in Savannah. Image from the Collection of the Girl Scouts of the USA. Used by permission.

THE WORLD OF JULIETTE KINZIE

Chicago Before the Fire

BY ANN DURKIN KEATING

Published by University of Chicago Press, 2019

Juliette Kinzie was born in Connecticut in 1806 and grew up reading letters from a relative who lived among the Potawatomi near what is today Chicago. In 1830, she married US Indian Agent John H. Kinzie and moved west to Portage, Wisconsin. There, Juliette was immersed in the world of the Ho-Chunk.

A HO-CHUNK WORLD

Juliette learned much about life in what she saw as the “wilderness” simply by watching her husband work. John conducted business from a room in their house, so Ho-Chunk representatives were regularly in the hall waiting to see him. Juliette did not even have to leave her home to learn a great deal, and she was a most interested observer.

John was responsible for US relations with the Ho-Chunk along the Fox River, just as Alexander Wolcott served among the Potawatomi at Chicago. As agents, they controlled when and where annuity payments were made as well as tribal access to the federal government more broadly. John Kinzie was the face of the federal government to the Ho-Chunk on the Fox River. In Wisconsin it was a particularly fraught time to be that representative as the US government sought more and more land cessions from Indians, who grew more hostile to the American presence as the pressure grew. Also, President Andrew Jackson had recently signed the 1830 Indian Removal Act that made the forced relocation of Indians east of the Mississippi national policy, signaling even more changes to come.

Often US agents were appointed who had little knowledge or understanding of life in Indian country. This had been true for Juliette’s uncle at Chicago, but it was not so for her husband, who had deep knowledge of regional Indian

culture. Growing up, young John learned to speak with, and listen to, the many Potawatomi, Miami, and Odawa men and women who came to his father's fur trading outpost or to Fort Dearborn and the nearby Agency House. John's intense interest in Indian languages and customs had also been stoked by the experiences of his mother, Eleanor. She had been taken captive by the Seneca in western Pennsylvania during the Revolutionary War and had "so completely learned their language and customs as to have forgotten her own." Later John had encounters with a wide range of Indians from the western Great Lakes region during his time at Mackinac.

By the time he was stationed at Portage, John had mastered the Ho-Chunk language – part of the Siouan language group and quite different from the Algonquian dialects he had learned as a youth. He compiled a dictionary of the Ho-Chunk language that was organized by parts of speech. It also contained the "words and music to several songs," indicating his interest in understanding the broader culture and outlook of the Ho-Chunk. He shared his knowledge with Juliette, who was eager to learn.

The Ho-Chunk were linked by language to western tribes, but by the time John and Juliette encountered them, they were encircled by Menominee to the north, Potawatomi to the east and south, and Sauk to the west. The Ho-Chunk around Portage were farmers, raising corn, beans, and squash. They also collected wild rice and tapped sugar maples, hunted for beaver and other game, and fished the local waters. Women were farmers and gatherers while men were hunters and warriors. They lived in matrilineal villages of 100 to 150 people, in wigwams generally larger than those of their

Algonquian neighbors. Across most of the seventeenth and eighteenth centuries, the Ho-Chunk had regular interactions with Europeans through trade, missionary activity, and marriage. They had integrated into their daily life goods traded for furs, including tobacco, kettles, needles, knives, weapons, and cloth. Indeed, they were dependent on these trade goods,

years later, is filled with very specific stories.

Told in the first person, the vivid stories that Juliette related about Wisconsin in the 1830s are very much a memoir, a primary source about her experiences. She augmented her written description with a series of drawings of the rivers, forests, and lakes that were the setting of her adventures. Her descriptions show a reliance on her husband's deep knowledge of Ho-Chunk culture. The couple shared an empathetic eye for describing Ho-Chunk individuals and their broader culture.

Among the first Ho-Chunk Juliette met were the ones who had traveled east with her husband. She had heard a great deal about Naw-Kaw and Day-kau-ray. Now she met them as individuals who had moods and opinions and interjected themselves into her life. Juliette got to know Cut-Nose (Elizabeth), a daughter of Day-kau-ray who had married a Mus-quakee man who came to live with her family according to Ho-Chunk customs. When Cut-Nose refused to move to her husband's tribal home along the Mississippi River, he mutilated her face and left her. By the time Juliette met her, she was an older woman suffering from rheumatism. Juliette was most sympathetic to her story and offered a remedy that "afforded her almost entire relief." In thanks, Cut-Nose brought her a fawn that Juliette kept as a pet.

Juliette also met Mrs. Washington, who had accompanied her husband to the White House as part of the 1828 delegation. She "had a pleasant old-acquaintance sort of air in greeting me," Juliette wrote, "as much as to say 'you and I have seen something of the world.'" She sometimes visited with Juliette at her home with other Ho-Chunk women. On one occasion Juliette proudly served some freshly made



and the US government used this dependency to help gain land cessions.

Juliette did not just experience living in this world; she made careful observations of what she saw. She was finally experiencing what she had only read and heard about. There is no record that she took notes about the people, places, and events she saw in Wisconsin, but Wau-Bun, the book about these experiences that she published more than twenty

crullers over which she had grated a “goodly quantity of white sugar.” The women took the cakes but would not eat them; they thought the sugar was salt. Juliette did not know her guests were familiar only with brown sugar; one of her Ho-Chunk guests bravely tasted the cakes, bridging the cultural divide.

Juliette slowly became attuned to the everyday life of these women as they gathered rice and made rush matting for the floors of their homes while older women watched children and took care of dogs. Juliette later wrote with an ethnographic eye about their clothing, foodways, child rearing, and other housekeeping practices. She was fascinated by the unfamiliar division of work among men and women. For instance, she was surprised that when the Ho-Chunk set up camp, “the master of the family, as a general thing,

came leisurely, while the woman, with the mats and poles of her lodge upon her shoulders, [carried] her papoose, if she had one, her kettles, sacks of corn, and wild rice.” Juliette came to see that ideas about gender roles and even “women’s rights” were bound by culture as much as biology.

Religion and education were subjects Juliette observed closely. Feeling keenly the lack of institutions, she sought a missionary to minister to the garrison. However, she was less sanguine about missionary activity in Indian country. Juliette noted the divisiveness that Catholic and Protestant missionaries created within the trading centers. Nor was she convinced that missionizing among the Ho-Chunk would be successful: “As a general thing, they do not appear to perceive that there is anything to be gained, by adopting the religion and custom of the whites.”

Missionaries often established schools that would “civilize” Indian children. Juliette respected Day-kau-ray’s perspective: “We think that if the Great Spirit had wished us to be like the whites, he would have made us so.” He did not send his children for a missionary education. Nor did Juliette rebut Day-kau-ray’s view, even in her private writing, seeming to recognize the ethnocentrism of mission work.

Very few American women ventured into Indian country, and even fewer had the time or talent to write about it. Juliette’s time with Emma Willard and her enchantment with her uncle’s letters prepared her to be a most thoughtful observer. John Kinzie also fostered a sympathetic, personal view of their Ho-Chunk neighbors, sharing his deep knowledge with his wife. On talking with the couple in later years, a traveler noted that

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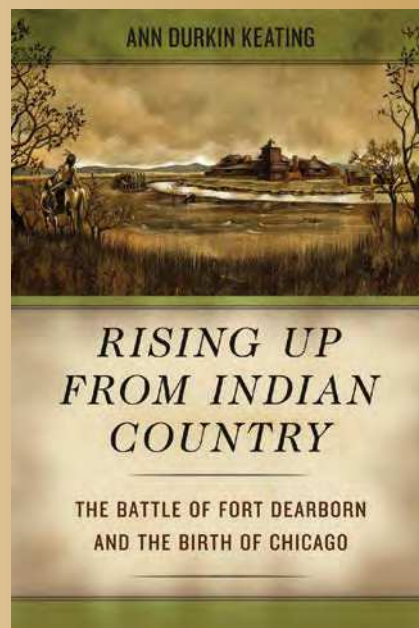
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they “are the only persons I have met with who, really knowing the Indians, had any regard for them.”

Juliette and John Kinzie witnessed the US government’s expropriation of vast tracts of Indian country east of the Mississippi. Indeed, John was an active participant as the Ho-Chunk ceded substantial tracts of their lands between 1829 and 1833 while he was their agent. But the couple were unlike many Americans who saw westward expansion as destiny, with tribes divesting “themselves of portions of their territory by their own free will.” They did not believe these transactions were made possible by “God in his providence”; they criticized treaty negotiations where liquor and debt unduly influenced deliberations. The couple worried that future generations would judge whether the “foundations of an

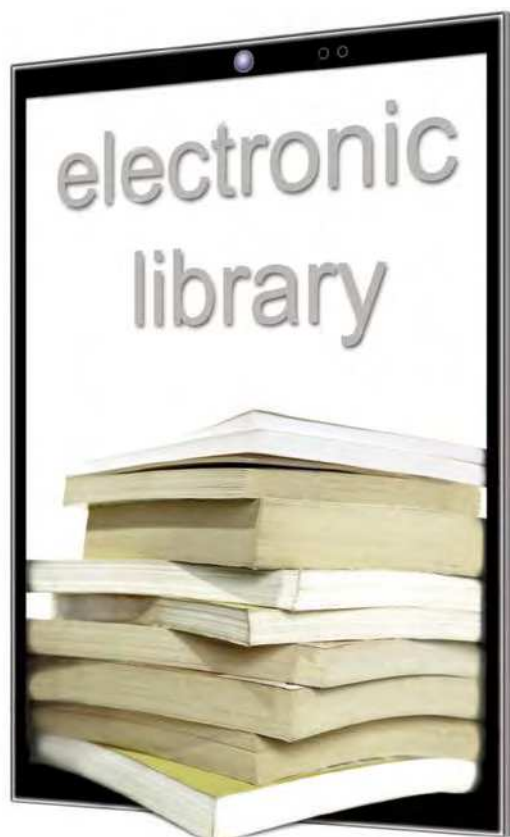
empire” thus laid would “prove stable and sure.”

This is not to say that Juliette and John did not embrace the superiority of American culture. When a visiting Ho-Chunk friend “borrowed” a conch shell from their parlor, Juliette was deeply disappointed, blaming her friend because “she was partly civilized and knew better.” That is, the Ho-Chunk woman was familiar with American customs, exposed to “civilization.” She knew the correct manner of behavior and could be judged more harshly. However, in a later work of fiction, Juliette seems more equivocal. A US official impatiently looked forward to a time “when the whole of our magnificent country will be open to the footprints of civilization” and “the bloodthirsty savages who now so fearfully jeopardize their lives and property can be transferred to some

far remote region.” In response, a young Métis woman responded: “Savages? Bloodthirsty? And who sir, made them such?” Juliette questioned whether “a judgement is not perhaps laid in store” for her American countrymen for “all the injustice permitted” against “a people to whom the gentler arts of life could in time have been taught.” *HM*

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TOMBSTONE

TOM CLAVIN LOOKS AT THE THE EARP BROTHERS, DOC HOLLIDAY, AND THE VENDETTA RIDE FROM HELL

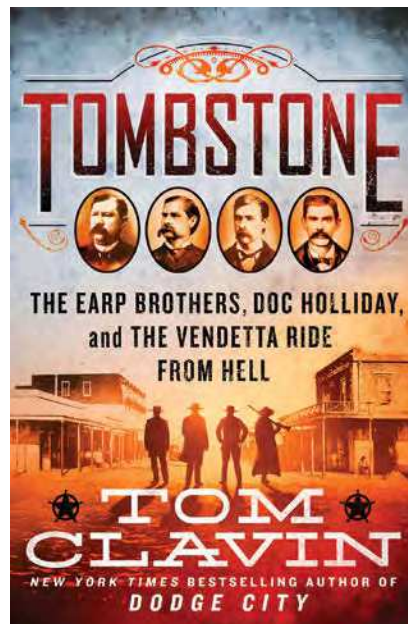
From TOMBSTONE: The Earp Brothers, Doc Holliday, and the Vendetta Ride From Hell by Tom Clavin.

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The U.S. Army and officers such as George Crook and Otis Howard would not have risked their men and stretched their military district's thin budget on lower Arizona if it had not begun to attract settlers after the Civil War. The handful of soldiers and prospectors and railroad visionaries who traveled through what was then the New Mexico Territory between Texas and southern California found a land that had changed little from the days of the Spanish explorers.

Much of the topography was dry, flat land, and when the wind picked up, dust clouds were a common sight. Water was often scarce; however, when it rained, it rained hard, especially during monsoon season. As the Arizona historian Richard Shelton notes in his memoir, *Going Back to Bisbee*, storms "are usually brief, violent, and incredibly dramatic, with enough thunder, lightning, and hard driven rain to make life exciting, even precarious. After the clouds build up into great white cathedrals, the desert turns suddenly dark and still. The light is dim, green, and eerie. Everything seems to be holding its breath, waiting. The air becomes languid, palpable with humidity. Low thunder begins to roll around in the distance. . . . Then somebody up there starts flipping light switches."

American soldiers and early visitors had little protection from the ensuing deluge and flash flooding.



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One saving grace of a storm's intensity was its brevity and after-effects. Shelton reports that "a half hour after the first real clap of thunder, the storm is usually over, leaving the desert bedraggled but the air soft and aromatic with the smell of wet greasewood."

Traveling when it was not monsoon season typically meant mile after mile of thirsty slogging for man and beast. The ones who were not prepared for such a vast and arid landscape perished, their white bones to be found months afterward by the next batch of adventurers. Mostly, southern Arizona was much more suitable for the hardiest of creatures, such as spiders. And of the spiders, perhaps most feared was the tarantula. It had a bad reputation because in the Italian seaport town of Taranto in the sixteenth century, residents suffered repeated bouts of a disease that produced a form of frenzy. What was named "tarantism" was believed to be from the bite of a particularly ugly spider. The inaccurate perception persisted into twentieth-century Arizona. Worse, it was viewed as a deadly enemy of humans, even though the fact is a tarantula rarely bites, and if it does, the bite is no more fatal than a bee sting.

So, the New Mexico Territory was not the most appealing place to explore, let alone settle and raise a family, but what it had going for it was that the vast territory connected California to the rest of the country and thus was caught up in the Manifest Destiny migration west. The pace of this picked up in the Gold Rush of 1849 after the discovery made in California the previous year. The New Mexico Territory was not the best way to get to Sutter Creek and its immediate surroundings, but inevitably, more people came through.

To help them along the way, some influential business-oriented

individuals envisioned a railroad that would link the southern states with California and its ports, and it could carry passengers in addition to freight. One of those men was Jefferson Davis. The future president of the Confederate states was the secretary of war in the administration of President Franklin Pierce, who had been elected in 1852. Davis advocated that the time had come to take a big chunk of the Southwest off Mexico's hands. Pierce listened and negotiations between his administration and that of President Antonio Lopez de Santa Anna began.

The result was the Gadsden Purchase, so named because James Gadsden, the U.S. ambassador to Mexico, signed the treaty on December 30, 1853. When it took effect the following June, Mexico received \$10 million for the southwest corner of New Mexico and the lower third of Arizona. Having fared poorly in the war that had ended five years earlier, Santa Anna apparently concluded it was better to sell off land than wait for it to be taken. The Gadsden Purchase was the last land acquisition of its size or larger in the Lower 48 states. And it completed what became the permanent border with Mexico. Now it was time to fill in the gaps in the southwest population map.

Settlers did not come flocking to the region, and the proposed railroad was snail slow to be built, especially as the South inched toward the Civil War. However, strikes of precious ore west of the Missouri River reawakened the interest of prospectors and others seeking to get rich quick anywhere in the West. The first big one that had many people strapping on picks and shovels was the Pike's Peak Gold Rush, which got under way in 1858. This was before there was a designated Colorado Territory, so Pike's Peak – named

after the intrepid early-nineteenth-century explorer Zebulon Pike – was actually in western Kansas Territory or southwestern Nebraska Territory. Prospectors were not particular about what territory it was in. "Pike's Peak or Bust!" became the motto of those heading toward the hills that, more precisely, were eighty five miles north of the landmark mountain.

The next strike to turn more attention on the American West was the Comstock Lode, in 1859. A large lode of silver ore was found on the eastern slope of Mount Davidson in the Virginia Range of Nevada, then part of Utah Territory. The miner Henry Comstock gave his name to what would be the first major discovery of silver ore in the United States.

Predictably, once the discovery was made, news traveled fast and a new rush west was on, the most intense one since the California Gold Rush. More than a few fortunes were made by those who staked the better claims and did so quickly. The Comstock Lode was also notable – and would have a direct impact on Tombstone – for the advances in mining technology it inspired, among them square-set timbering and the Washoe method of extracting silver from ore.

For the most part, the Comstock Lode was played out by 1874. However, at first blush it had excited the national imagination and encouraged the belief that there were similar discoveries to be made in the American West.

Far from the Washington, D.C., and Richmond, Virginia, corridor, the New Mexico Territory was not terribly interested in the Civil War. Much of the territory was abandoned by federal troops, making residents more vulnerable to Apache raids. The timing could not have been worse, because of the Bascom Affair, detailed in the previous chapter. With Cochise's

thirst for revenge at its peak, 1861 was not a good year to have federal troops withdraw. And eventually, the Confederacy did control a portion of Arizona.

The reaction in Washington, D.C., was to separate Arizona from New Mexico. Arizona became its own territory on February 24, 1863, when President Abraham Lincoln signed the bill passed by Congress. As the war ground on in the East, it was comparatively calm in the Southwest. When it was over in the spring of 1865, military attention could finally turn to eliminating the ongoing threats from Apaches.

Soon, though, there would be enough white people in the New Mexico and Arizona Territories that they could fight among themselves. Perhaps the most well-known conflict, one that would have an impact years later on Tombstone, was known as the Lincoln County War. In the early 1870s, that New Mexico county was the largest one in the United States, covering 20 percent of the territory. The only store that mattered in Lincoln County was Murphy & Dolan Mercantile and Banking, owned by Lawrence Murphy and James Dolan. Over time, the two men, with a third man, John Riley, as partner, created and acquired large cattle ranches. They also prospered from military contracts issued to them at Fort Stanton.

Soon, the Murphy & Dolan firm was being referred to as "the House" because it controlled so much of the Lincoln County economy as well as its law enforcement. The virtual monopoly on goods and money caused anger among the farmers and smaller ranchers, who suffered the double hardship of paying for goods and selling their harvests and cattle for whatever prices the House set. In 1877, when a lawyer, Alexander McSween, and a wealthy English banker and cattleman, John Tunstall, created

H. H. Tunstall & Company to challenge the Murphy & Dolan array of operations, conflict was in the cards.

The newcomers, however, had an ace in the hole: John Chisum. The Tennessee native turned fifty-two in the summer of 1876. His family had moved to Texas when he was thirteen, and a few years later he went to work for a large rancher, learning the business from the hoof up. Chisum was able to raise and grow his own herd, and by the Civil War it consisted of at least one hundred thousand head of cattle. He branched out, establishing a ranch in the Bosque Grande area of New Mexico Territory. After the war, he became partners with Charles Goodnight and Oliver Loving. After the latter was killed by Comanches in 1868, Chisum and Goodnight continued the partnership, prospering by driving herds to Fort Sumner and Santa Fe.

In 1875, Chisum created his own ranch south of Roswell, and it became the headquarters of a cattle empire that covered more than 150 miles on the Pecos River. It was while living on his South Spring Ranch that Chisum became friends with Alexander McSween. When the Lincoln County War erupted, Chisum loyally provided sanctuary and money to those supporting McSween and his partner, John Tunstall.

However, Chisum's protection was not enough. The first act of violence of the war occurred on February 18, 1878. William Brady, the county sheriff, sent a posse out to seize horses belonging to Tunstall to resolve an outstanding debt – or so the House had contended to a local judge. Tunstall resisted and was shot in the head.

One of Tunstall's employees was Henry McCarty, later William Bonney, also known as Billy the Kid.

He was eighteen at the time of the shooting, five years after being orphaned and a year after killing a blacksmith in Arizona Territory. He had found a refuge in Lincoln County and a friend in Tunstall. At the funeral, Billy swore, "I'll get every son of a bitch who helped kill John if it's the last thing I do."

And he did. Billy joined with several other men who had worked for Tunstall and named themselves the Regulators. Sure enough, the following month the band killed William Morton, the deputy who had shot Tunstall, as well as another deputy, Frank Baker, and even one of the Regulators who had tried to prevent the killings. On April 1, they finished off Sheriff Brady and another of his unfortunate deputies. *Ham*

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THE FIRE AND THE DARKNESS

THE BOMBING OF DRESDEN, 1945

by Sinclair McKay



On 13 February 1945 at 10:03 PM, British bombers began one of the most devastating attacks of WWII: the bombing of Dresden. The first contingent killed people and destroyed buildings, roads, and other structures. The second rained down fire, turning the streets into a blast furnace, the shelters into ovens, and whipping up a molten hurricane in which the citizens of Dresden were burned, baked, or suffocated to death. Early the next day, American bombers finished off what was left. *The Fire and the Darkness* is powered by Sinclair McKay's reconstruction of this unthinkable terror from the points of view of the ordinary civilians: Margot Hille, an apprentice brewery worker; Gisela Reichelt, a ten-year-old school-girl; boys conscripted into the Hitler Youth; choristers of the Kreuzkirche choir; artists, shop assistants, and classical musicians, as well as the Nazi officials stationed there. What happened that night in Dresden was calculated annihilation in a war that was almost over. *The Fire and The Darkness* book takes a complex, human view of this terrible night and its aftermath in a gripping book that will be remembered long after the last page is turned.

Published by St. Martin's Press
400 pages
ISBN: 978-1250258014
\$32.50 Hardcover
Available in e-Book

DRESSED FOR A DANCE IN THE SNOW

WOMEN'S VOICES FROM THE GULAG

by Monika Zgustova



In *Dressed for a Dance in the Snow*, Monika Zgustova sketches a ground-breaking and intimate look of this overwhelming epoch in history through the testimony of nine women who managed to survive. While penning the first book dedicated exclusively to the women who lived in the Gulag, the author spent a decade collecting eyewitness accounts from interviews across the world, and here pieces together these oral and intimate histories, allowing the voices of those who suffered to come to the fore. It was her last opportunity to do so, given that most of these women were very much advanced in age. Indeed, many of them have since died, and without this book, their testimony would have been lost forever.

The author doesn't just relay the years these women spent in the camps, but also the decades before their arrests and after their release as they struggled to adapt to civilian life and rebuild their lives. Some continued to fight.

Published by Other Press; 320 pages; ISBN: 978-1590511770; \$25.99 Hardcover

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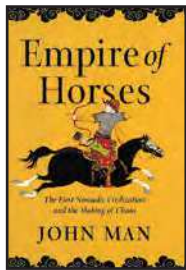


STEALTH THE SECRET CONTEST TO INVENT INVISIBLE AIRCRAFT

by Peter Westwick

On a moonless night in January 1991, a dozen airplanes appeared in the skies over Baghdad. Or, rather, didn't appear. They arrived in the dark, their black outlines cloaking them from sight. The odd, angular shapes rendered them undetectable to Iraq's formidable air defenses. Stealth technology, developed during the decades before Desert Storm, had arrived. Peter Westwick tells the story of engineers at two aerospace companies, Lockheed and Northrop, and their fierce competition to obtain what was estimated to be one of the largest procurement contracts in history, an aircraft invisible to radar. *Stealth* fully explores the individual and collective ingenuity and determination required to make these planes and, in the process, provides a fresh view of the period leading up to the end of the Soviet Union. Taking into account the role of technology, Westwick offers an engaging narrative, one that immerses readers in the race to produce a weapon that some thought might save the world, and which certainly changed it.

Published by Oxford University Press; 272 pages; ISBN: 978-0190677442
Price: \$27.95 Hardcover

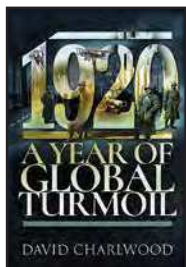


EMPIRES OF HORSES THE FIRST NOMADIC CIVILIZATION AND THE MAKING OF CHINA

by John Man

The author of landmark histories such as *Genghis Khan*, *Attila*, and *Xanadu* invites us to discover a fertile period in Asian history that prefigured so much of the world that followed. The people of the first nomadic empire left no written records, but from 200 BC, they dominated the heart of Asia for four centuries and changed the world in the process. Their rise cemented Chinese identity and inspired the first Great Wall. Their descendants helped destroy the Roman Empire under the leadership of Attila the Hun. We don't know what language they spoke, but they became known as *Xiongnu*, or *Hunnu*, a term passed down the centuries and surviving today as "Hun," and Man uncovers new evidence that will transform our understanding of the profound mark they left on half the globe, from Europe to Central Asia and deep into China.

Published by Pegasus Books; 336 pages; ISBN: 978-1643133270; \$27.95 Hardcover



1920 A YEAR OF GLOBAL TURMOIL

by David Charlwood

Historic borders in the Middle East are fragmenting, an expansionist Russia is greedily eyeing up neighboring states, nationalism is on the march in Europe and an unlikely presidential candidate is running for election in the US on a populist platform to put 'America first'. The year is 1920. *1920: A Year of Global Turmoil* tells the story of twelve months that set in motion one hundred years of history. From America to Asia, the events of 1920 foreshadowed the decline of empires, the coming of another global conflict and the rise of an American president who would change his country's relationship with the world. Weaving personal accounts with grand narrative, it vividly illuminates a past which echoes the present.

Published by Pen & Sword History; 296 pages; ISBN: 978-1526729651
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by Paul Strathern



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Published by Pegasus Books
288 pages; ISBN: 978-1643133317
\$26.95 Hardcover

ANSWERS:

From page 37 quiz

- | | |
|-----|-----------------|
| 1. | a) 1 in 5 |
| 2. | d) 2/3 |
| 3. | c) General Lee |
| 4. | a) Traveller |
| 5. | c) Negroes |
| 6. | b) 28,000 |
| 7. | b) Richmond, VA |
| 8. | d) Georgia |
| 9. | d) Prosthetics |
| 10. | a) 5 |

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